

THE Hongkong Weekly Press AND China Overland Trade Report.

VOL LX.]

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CONTENTS.	PAGE
Epitome	297
Leading Articles:-	
Japanese and Chinese Future Relations.....	298
The British Association	298
Shanghai-Woosung Railway	299
Coolie Emigration	299
Street Coolie-Hire in Hongkong	300
Examination Report on Queen's College	300
Hongkong Jottings	300
Hongkong Legislative Council	301
Hongkong Sanitary Board	301
Supreme Court	302
Zone Time for Hongkong	303
North China Insurance Co., Ltd.	304
Union Insurance Society of Canton, Ltd.	304
The Chinese and the Canton-Hankow Railway	305
Correspondence	305
Macao	305
Terrorism in Kwangtung	305
The Recent Tragedy at Canton	306
Piratical Attack on West River Steamers	306
The "Baron Gordon" Abandoned	306
Boxerism Again	306
Coolie Transport Ashore	306
Strai's Currency Question	307
A New Barrister	307
Extension of the Shanghai Settlement	307
Shanghai-Woosung Railway	307
Property Sales	307
A Visitor's Impressions of Hongkong	307
European Constable Stabbed	307
Hongkong	308
Far Eastern Items	308
Trade Items	309
Commercial	310
Shipping	312

BIRTHS.

On 10th October, at Shanghai, the wife of J. JUDAH, of a daughter.
On 12th October, at Shanghai, the wife of ALEXANDER DUER, of a daughter.
On 17th October, at Shanghai, the wife of P. WITKOWSKI, of a son.
On 18th October, at No. 11, Seymour Road, Hongkong, Mrs. A. WEILL, of a daughter.

MARRIAGES.

On the 8th October, at Colombo, EDMUND SCOTT RUSSELL, of Rickmond, Surrey, to EMILY KATE RILEY, daughter of the late RICHARD and ELIZABETH RILEY, of Liverpool and Singapore.
On the 8th October, at Singapore, CONSTANCE ETHEL, second daughter of Mr. and Mrs. J. BRUCE ROBERTSON, to GILLES HENNUS, Netherlands Trading Society.
On the 14th October, at Shanghai, OLAF THOBESSEN, to MARGIT ELISABETH PETTERSEN.

DEATH.

On 10th October, at Ningpo, EDWARD BELBIN of the Imperial Maritime Customs, aged 62 years

EPITOME OF THE WEEK.

A recrudescence of Boxerism is reported in the North.

A correspondent draws attention in this issue to a very patent local trade grievance.

Plans have been approved by the Colonial Government of Macao for dredging the harbour.

Mr. H. G. Calthrop, barrister-at-law, has been admitted to the Hongkong bar this week.

There were 2,739 Russian prisoners of war, including 90 officers, in Japan on the 9th instant.

Pollard's Lilliputian Opera Company has this week been playing at the City Hall, Hongkong, to crowded houses.

A large part of the province of Kwangtung is described as being in a state of lawlessness at the present time.

Particulars will be found in this issue of two instances of shots being fired by pirates at foreign steamers plying on the West River.

It is reported from Tokyo that H. H. Prince Karl Anton von Hohenzollern has made a donation of Yen 860 among the poor at Tokyo and Yokohama.

A leader in this issue on the transference of the Shanghai-Woosung railway to the Chinese Railway Administration, recalls the interesting history of the initial railway enterprise in China.

The Chief Justice has set aside the award of an arbitrator in a shipping dispute involving the meaning of the word "contraband." The question is to be argued in the Supreme Court.

At the meeting of the Sanitary Board this week the Veterinary Surgeon reported the discovery in Hongkong of a case of the new cattle disease which has been prevalent in the Philippines.

Strong hopes are entertained that the negotiations now in progress to secure for a Portuguese syndicate a concession for the construction of a railway from Canton to Macao will have a successful issue next week.

The emigrant steamer *Swanley*, with 2,260 coolies on board for South Africa, ran ashore on the Natunas Islands, but floated off when the coolies disembarked. The ship was badly damaged and the coolies had to be transferred.

The contributions offered by Japanese subjects towards the Government war funds from the outbreak of hostilities in February up to the end of August were estimated at Yen 1,914,190, of which Yen 1,519,221 has already been paid to the authorities.

Hongkong Criminal Sessions have been held this week. The most important case on the list was one in which Thomas Hynes, a young man employed at Quarry Bay Docks, was charged with causing the death of a coolie. He was found not guilty and acquitted.

The Governor of the Straits Settlements in addressing the Legislative Council on the Estimates said, in allusion to the currency question, that it was impossible to foretell the date at which a fixed ratio with gold could be determined, or what the ratio would be.

The Zone time system will come into force in Hongkong after the 30th inst. This will mean an advance of 23m. 18 sec. on the present time. The reasons for the change are set forth in the correspondence between the Colonial Government and the Chamber of Commerce which we publish in this issue.

A reprint appears in this issue of a notification issued by the Commissioner of Customs at Shanghai directing the charging of certain fees against which the Consular Body at Shanghai are protesting on the ground that the charging of such fees is a violation of treaty tariff arrangements with the Powers.

A Board of Inquiry consisting of Chinese officials and the American Consul-General has investigated the circumstances attending the death of a ship's compradore at Canton. The deceased was thrown into a creek by sailors in American uniform. Their identity could not be established, but the Board of Inquiry has recommended application to the American Government to properly indemnify the family of the deceased.

An important movement has been started in Honan to induce the Government to cancel the concession for the construction of the Hankow-Canton Railway, granted to American subjects who, contrary to agreement, are stated to be selling the concession to a syndicate of another nationality. The movement in question has been endorsed this week by a representative meeting of influential Chinese in Canton. A further object of the movement is to secure the construction of the line with Chinese capital.

The report and accounts of the North China Insurance Co., Ltd. are reproduced in this issue. A final dividend of 4 per cent., making 8 per cent. for the year 1903-4 is recommended together with a bonus of 10 per cent. upon contributory premiums. The reserve fund, by the addition of Tls. 95,309, has been raised to Tls. 200,000, and the balance at working account to the 30th June amounted to Tls. 217,129.—The 31st ordinary meeting of shareholders of the Union Insurance Society of Canton Ltd. has been held this week and a full report is given in this issue.

At the meeting of the Hongkong Legislative Council on the 20th inst. the first reading was taken of a Bill to empower the Governor in Council to make regulations prohibiting the importation of bounty-fed sugar. Another Bill read a first time deals with the introduction of imbecile persons into the Colony. A third Bill, read a first time, enables the trustees of St. John's Cathedral to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China. A Bill was passed amending the local Emigration Ordinance by bringing it into agreement in the matter of certain regulations, with the Convention signed in the present year between Great Britain and China.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL,
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAIIS:

The French Mail of the 16th ult. arrived, per the s.s. *Maria Valerie* on the 18th inst.; and the English Mail of the 23rd ult arrived, per the s.s. *Simla*, on the 21 inst.

JAPANESE AND CHINESE FUTURE RELATIONS.

(*Daily Press*, 17th October.)

It is a speculation of much interest how far and in what manner the war between Russia and Japan will influence the relations between the latter country and China. The want of *verve* and of straight-forwardness on the part of China had much to do with the state of affairs which led up to the war. It has been the policy of China to claim its rights of suzerainty in adjacent countries long after it has ceased to have effective authority over them; and this policy with regard to Manchuria left it open to the encroachment of any Power sufficiently venturesome and sufficiently strong to establish itself there. Russia was scarcely likely to overlook so apparently easy a field of aggrandisement, and her ambition once inflamed, it is not surprising that she should after establishing herself in Manchuria, despite her repeated promises to evacuate the country, have pushed her position so far as to become a serious menace to Japan. How far China assisted her in this it is possible for outsiders only to surmise; but there can be no question that her acquiescence in Russian encroachment has been of a marked character, though it was probably due chiefly to her feeling it impossible to offer effective resistance to so powerful a nation as Russia. This fear will have been to some extent removed by the success with which Japan has opposed a foe with whom few thought she would in any way be able to contend, and the Chinese cannot fail to begin to look with less complacency than formerly upon encroachments which they were before willing to accept as the inevitable.

It is perhaps unfortunate that there has been a historical antagonism between China and Japan. But for the want of confidence between them the Chino-Japanese war, which was really the fore-runner of that between Russia and Japan, need not have taken place, nor would the opportunity have been afforded to Russia to push forward in Manchuria in a manner which has proved a standing menace to both these nations. Russia managed by ingenious diplomacy to filch from Japan the fruits of her success over China—and, after objecting that Japan's establishing herself in any way in Manchuria would be a menace to Peking, contrived with the assistance of France and Germany to diplomatisate Japan away and then simply put herself in Japan's place.

The effect, however, of the Russo-Japan war is likely to be to cause China to reflect seriously on her position of antagonism to a neighbouring empire, with which her interests are so closely bound up as Japan. So long as Russia was supposed to be of overwhelming power, it is not unlikely that the Chinese would prefer her influence in Manchuria—even to the extent of almost completely resigning that dependency to her,—to sharing her somewhat shadowy power there with her historical rival. Recent events, however, must have had the effect of making China seriously reflect upon the danger which she incurred in her choice of a supporter. By tacitly siding with Russia as against Japan she was encouraging the encroachment of a Power, which if not checked, would undoubtedly override both Japan and herself. Such a policy would have inevitably brought about the greatest disaster to China but for the stand which Japan, far wiser than her neighbour, has made against it. What really China has to consider is what is the policy she can adopt

under existing circumstances least calculated to menace her integrity. The weak hold which she has alone been able to retain upon her outlying provinces, is the chief source of trouble in respect of her foreign policy. It was the cause of her quarrel with Japan, who could not with prudence allow the way towards Corea and her own country to be left so freely open, and it was thus also the underlying cause of the hostilities between Russia and Japan. The question which now arises is whether China can adopt any policy which will render this state of things impossible or at least unlikely in the future. If she could re-establish herself firmly in Manchuria: and places herself in a position to withstand further encroachments from Russia, the problem would be easy of solution. But there is little hope that she could do this alone, and less hope that such an end could be attained by any understanding with Russia. How little promises from that quarter can be relied upon, must at the present time be but too apparent to the Chinese. The reliance upon other foreign nations restraining Russian advances hitherto largely relied upon, must by this time be looked upon as delusive. The only nation who it might be hoped would do so is Great Britain; and we are not now quite so ready as formerly to pick other people's chestnuts out of the fire—while the idea of increasing our already too large responsibilities by territorial acquisitions in China, is one that would commend itself to no section of the British public in the present day. Under these circumstances it would appear likely that China may consider it wise to accept the situation and to endeavour to come to a friendly understanding with Japan with regard to Manchuria. What form any co-operation between the two nations will take permanently must be dependent upon many contingencies which cannot now be fairly estimated. A joint understanding for protecting both Manchuria and Corea, in some form or another, must, however, be to the benefit of both nations. The possibility of those countries being absorbed by Russia is a common danger which should be met by common action. Of course the chance of Japan adopting a dominant and overriding attitude is a contingency against which China may justly be upon her guard; but this danger is much greater in respect to Russia; and indeed may probably be but slight so far as Japan is concerned. Her declared policy in this respect is entirely in the opposite direction. So long as she is secured against encroachment either in Manchuria or Corea such as may menace her own independence, she is willing and indeed anxious that the integrity of China should be preserved. Upon this basis, she was ready to come to terms with Russia before war was declared, and there is no reason to suppose that in the future she will desire to greatly depart from it. So far as European nations generally are concerned a good understanding between China and Japan is desirable in many ways. We have no reason to doubt that the latter country is sincere in her declared desire to continue in the direction of foreign progress; and her policy will thus be consonant in the main with that of European nations (Russia of course excepted) who desire commerce rather than conquest and whose true interests lie in the former direction. The idea that it is quite easy for any Foreign Power who has a mind to do so, to establish itself in the Far East has been rudely shaken by the war; and it will be long before any Power is likely to emulate the action which has proved so costly an experiment to Russia.

THE BRITISH ASSOCIATION.

(*Daily Press*, 18th October.)

Quietism rather than the feverish unrest of the third quarter of the nineteenth century has been the prevailing spirit over the last few meetings of the British Association. The change is, perhaps, on the whole rather to be commended than the contrary, as it enables us, undisturbed by brilliant discoveries as yet but half understood, to take intelligent stock of the progress of the year. For a series of years the meetings of the Association had been taken advantage of to make the first public announcement of discoveries, frequently first class in importance; so much so that for a time this came to be looked upon as one of the chief functions of the institution. The glamour resulting from the first enunciation of these discoveries, however much it added to the *éclat* of the proceedings, from the glare of momentary popularity which it threw across the mental perceptions of those attending the meeting, certainly prevented them from summing up with calm deliberation the probable results. The last time a meeting of the Association became the occasion of announcing a discovery of first class importance was that of 1894, held at Oxford under the presidency of the late Lord SALISBURY. The actual discovery announced by Lord RAYLEIGH and Professor RAMSAY was by no means sensational: there was in it no element of chance, as in many of the other discoveries announced in the same place, and was simply the outcome of patience and hard work. Lord RAYLEIGH had noticed that when he procured nitrogen from the air it differed in weight from what it should apparently do as experienced with nitrogen prepared chemically; true it was only a matter of a thousandth or two, but it differed and Lord RAYLEIGH wanted to know the reason why. For months he kept sparking a bottle of atmospheric nitrogen, and at last found a gaseous residue which he called argon from its unexpected inertness. The discovery when announced attracted but little notice, and it was not for months after that the scientific world commenced to understand that previous ideas on the finality of their knowledge of molecular physics must be abandoned. The previous discovery by Professor RÖNTGEN of the rays called after him had shown how limited was our knowledge up to that period of the variety of the ethereal vibrations, and the almost unlimited field thus opened up for exploration; and these views were still further extended by the subsequent discoveries of BECQUEREL. It was not, however, till the isolation of radium by Mme. CURIE that public attention was turned to the real importance of the subject, and this last discovery has, it may be said, completely revolutionised our views on the subject. In 1894 Lord SALISBURY was by what may be called a happy inspiration selected to preside over the meeting. In his younger days he had been himself a student of the natural sciences, and had always kept himself in touch with their latest developments. The innovation was a useful one, and his address, presenting, as it did from the point of view of a sympathetic outsider, the most modern developments of scientific thought, was of advantage to the more purely scientific members. When then it was determined that the next meeting of the Association was to be held in Cambridge, Mr. BALFOUR, whose early connections were with that University, was selected as President. Wisely avoiding merely technical subjects, he selected the borderland where pure science came in contact with philosophic thought. Fortunately

these new discoveries rendered the way comparatively easy. Just one hundred years ago YOUNG had in the light of their new discoveries propounded his theory of the undulation of light, and showed how the theory of an universally present ether was necessary for the conveyance of lighting and heatrays throughout the universe. The theory has since met with general acceptance, and the existence of the ether has never been called in question. Recent discoveries have, however, forced us to look upon lighting and heating rays as but units in an infinite series. Modern research proves, in fact, that we know no limit to the number of possible methods of vibration, and that it is only the imperfection of our senses which prevents us distinguishing them. The first to establish a claim were the so-called electric rays of HERTZ, but RONTGEN and BECQUEREL have since shown that the emanations that go by their respective names have equal claims to be entitled ethereal, and the discovery of radium demands still more. Some philosophic minds demand that gravity itself must be included in the number; and one and all point to the ether as the necessary source. It was therefore a fair assumption with Mr. BALFOUR to hold that in the ether we must look for the essence and reality of matter. Here Mr. BALFOUR's absence of practical scientific knowledge intervened to prevent him carrying further the argument; and he somewhat inconsistently suggested that perhaps electricity itself might be the something substantial at the basis of matter. Mr. BALFOUR is justified by recent discoveries in giving expression to the statement that mass, so far from being an attribute of matter considered in itself, is really only a condition second to its relations to the ether as a whole. The ether, in the light of modern discovery, although in no sense of the word matter, may really be the stuff out of which matter has been evolved. At present all we know of it is negative; it has none of the attributes of matter; it has no form nor substance, it is not divisible, it is not impenetrable, it has no mass; we cannot put it in the scales and weigh it; it is not solid, nor liquid, nor gaseous. All we know of it is that it exists, and that it vibrates. Perhaps another may before the close of the century provide us with another working hypothesis. Meanwhile the subject is one on which the best informed and most practical worker in the garden of science has made no real advance since the days of ARISTOTLE. It is meanwhile apparently the old battle of the noumena and phenomena relothed in a twentieth century broadcloth.

SHANGHAI-WOOSUNG RAILWAY.

(*Daily Press*, 19th October.)

The simple function at Shanghai on the 9th instant, when the control of the Shanghai-Woosung Railway was formally taken over from the Chinese Imperial Administration by the Board of Commissioners of the Shanghai-Nanking Railway, though unattended by any great public demonstration, was a matter of no small interest. The handing over of a few miles of railway does not of course appear a very important proceeding in itself, perhaps, even in China; but as it practically marks the commencement of active preparations for the continuation of the line to Soochow and Nanking it acquires an interest that a mere toy line could not otherwise command. The representatives of Messrs. JARDINE, MATTHESON & Co. and of the Hongkong and Shanghai Banking Corporation were present on behalf of the British and Chinese Corporation, who have undertaken the con-

struction of the railway, and it is hoped that His Excellency SHENG KUNG-PAO, who was then unfortunately indisposed, will be sufficiently recovered to cut the first sod of the new line when the time arrives for that ceremony to be performed.

The Shanghai-Woosung Railway, which has thus been handed over to the British and Chinese Corporation, has a bit of a history. It is many years since the idea of introducing railways into the Central Kingdom was first mooted, and in the sixties a toy railway was presented to the then Emperor in the hope that the innovation might commend itself to the Chinese Government. But the Emperor and the mandarins alike looked askance at such a revolutionary idea, and it was not until late in the seventies that, permission having with great difficulty been wrung from the local authorities to construct a road from Shanghai to Woosung, a track was made and a small railway laid. The first section of this line was opened on the 30th June, 1876, and soon afterwards it was completed and opened to traffic, being much patronised by the natives. But the Chinese Government, who denied the right of the projectors to lay a railway on the road, were not thus to be got over. They remained obstinately opposed to the railway, and at length insisted upon exercising their right to purchase it. This was reluctantly acceded to, and the result was, that after running it for a short period they closed it to traffic on the 21st October, 1877. After remaining unused for a few months, a bright idea struck the then Viceroy of Fukien, and on his suggestion it was torn up and the rails and rolling stock were shipped to Formosa, nominally to be laid there to connect Takow and Tainan. The little line was never utilised; however, and was allowed, together with the rolling stock, to rust and decay on the wharves at Takow. The object of the Chinese Government had, however, been attained; the dreaded innovation of the iron horse was got rid of for the time. Meantime in the adjoining Empire of Japan it was introduced in the year 1872, and a really great system of railways now spreads from north to south of the Mikado's dominions, along which vast armies have lately been transported—armies that have made the world ring with their prowess, and which after first pricking the great Celestial bubble have now shattered the feet of the Russian Colossus.

The froward attempt to set back the clock of progress by the Chinese Government in 1876 served to delay the inevitable for nearly twenty years, but it did not avail to banish the railway, as they had hoped, for all time. Events marched, and pressure grew weightier, as the ninth decade of the nineteenth century commenced, but it was not until nearly the close of 1895 that the Throne consented to the construction of a line from Shanghai to Soochow by the provincial authorities. This line, about eighty miles in length, was soon afterwards commenced, and on the 1st September, 1898, the first section, from Shanghai to Woosung, was opened to traffic. Owing to want of funds it has not been continued, but the British and Chinese Corporation, who in 1900 obtained the concession to make the railway to Soochow and Nanking, have taken this pioneer line over, and thus it comes about that the first railway made in China has been repeated after an interval long enough to enable Japan to construct a whole system throughout the islands. The line thus at last, let us hope, permanently inaugurated, will probably prove the most prosperous and important in the whole of China. It will connect four great cities and pass through a highly fertile and pro-

ductive country. As a commercial enterprise it cannot fail to prove a great success, and it is much to be regretted that so much valuable time has been wasted since the concession for its construction by the British syndicate was first obtained. Some difficulties intervened, and as these have now been happily surmounted, we trust the new line will soon be completed throughout its entire length to Nanking. This work will no doubt be rapidly followed by the construction of the railway from Shanghai to Hangchow and Wenchow, and the Model Settlement will in a few years become the centre of an important railway system which will still further add to its commercial importance. The prospect should be a fresh incentive to Hongkong to press with unabated effort for the long deferred connection with Canton by rail.

COOLIE EMIGRATION.

(*Daily Press*, 20th October.)

We trust it may be said, though we have no assurance on the point, that the "huge conspiracy" which it was alleged at the last Criminal Sessions existed with the object of kidnapping ignorant coolies for shipment abroad from this Colony does not exist now. We may at least hope that the revelations made in the Supreme Court on the occasion referred to have led to greater vigilance on the part of the authorities who are charged under the Emigration Convention with the duty of protecting the ignorant coolie from deception and fraud, and consequently from the rapacity of unscrupulous recruiting agents. We observe that the evidence given in the case which raises this general question forms the text of a trenchant leader in the *Kobe Chronicle*, with the greater part of which we are in complete accord. But when our contemporary, proceeding from the particular to the general, says that the case in question shows conclusively that, despite all safeguards, coolie traffic from China is always likely to be accompanied by kidnapping and to end in slavery, we dissent. "The Hongkong Emigrants' Ordinance," our contemporary remarks, "is a measure which was devised with the object of protecting the coolie and preventing such scandals as were associated with the traffic in Macao; yet we find that in the Colony itself, and under the very nose of the officials appointed to guard against the unwilling shipment of coolies to the plantations and mines, kidnapping has apparently been flourishing for years, the abductors basing on the ignorance of the coolies. It is not to be expected that any different result will follow from the system which is disguised by the name of indentured labour." The way to stop this kidnapping traffic is simple enough. The Emigration regulations include a stipulation that the Emigration Officer shall in no case give his certificate until he shall have mustered the passengers and have ascertained to the best of his power that they understand whether they are going, and in case they shall have made any contracts of service that they comprehend the nature thereof. This regulation ought to afford the necessary protection to the coolie, but from the statements made in the Supreme Court, it appeared that it often happens that the actual coolies who are sent abroad are not brought before the officials, the places of these "emigrants" being taken by long strings of men, accomplices of the boarding masters, who personate the labourers supposed to be seeking work in the South. If that be the case, the obvious remedy is to have the

emigrants muster on the ship. We do not think there can be the remotest possibility of this kind of fraud being perpetrated in the shipment of indentured labour to South Africa, so admirable and complete are the arrangements, and we are far from thinking that if Hongkong is the centre of a kidnapping traffic of this nature now to other places abroad it must necessarily continue to be so for ever. When such abuses are brought to light it is the duty of the Government to see that measures are adopted which will effectually prevent their repetition, and though we are uninformed as to what action, if any, has been taken in this matter as a result of the revelations in the Supreme Court, we should be greatly surprised to learn that the shipment of coolies to places abroad without their full consent and comprehension of the nature of their service is still possible in the Colony.

STREET COOLIE-HIRE IN HONGKONG.

(*Daily Press*, 20th October.)

Our correspondent "Victim" called attention, in our issue of the 10th inst., to a matter that well deserves the attention of the Government. We allude to the charges made by wharf and street coolies for carrying merchandise and burdens. These coolies are, at present, so far as their charges go and their behaviour is concerned a law unto themselves. They have latterly taken to make charges entirely out of all proportion to the work they undertake, and if their terms are not agreed to they make a noise, become troublesome and insolent, and presently go away and render it impossible for their would-be employers to obtain coolie labour at any price. There used to be a scale of hire for street coolies, and as it has never been revoked, it is still published in the "Directory," but it is expressly stated in a footnote that "nothing in the above scale is to affect private agreements," and, as a matter of fact, the rates laid down are seldom if ever accepted. What is required is that the carrying coolies should be registered just as cargo-boats, jinricksha and chair coolies are registered, and that they should be furnished with a number and a copy of the tariff, to which they would have to adhere. There is no reason why these carrying coolies should not come under the same regulations as other coolies, and it would put an end to an ever-recurring trouble, which is felt not only by new arrivals but by all engaged in business, including even the compradores, who frequently complain of the difficulty of dealing with the clamorous carriers. We fail to see any reason why the carrying coolies should not be registered and licensed, and we hope that this suggestion will meet with prompt attention at the hands of the Government, who would recoup the cost of registration by the fee charged for the licence.

EXAMINATION REPORT ON QUEEN'S COLLEGE.

(*Daily Press*, 21st October.)

The examiners of Queen's College have this year presented to the Government a report which will be perused with more satisfaction than could be derived from their report last year. A new method of conducting the examinations was adopted last year; the former attempts to draw up a graduated order of merit were abandoned and the examiners set themselves to enquire whether the work of the school was laid upon the soundest possible lines. The general recommendations they made constituted a distinctly negative answer.

Mr. E. A. IRVING, Inspector of Schools, in forwarding the report to the Government on behalf of the Governing Body, said it appeared to them that the teaching of the College should be so organised that a boy who has succeeded in reaching the upper classes "ought with reasonable diligence and ability to have acquired a fair knowledge of Chinese, a reasonably good knowledge of English, as it is spoken and written and printed, and ought to be able with considerable facility to translate from one language to the other." The Examiners found that Colloquial English was certainly not then, as it should be, the most important instrument for teaching English, and they found the system of reading adopted "quite indefensible."

This year the Examiners—the Mr. E. A. IRVING, Major J. W. OREMISTON, R.A., and Mr. S. B. C. Ross—in forming their opinions on the work of the school, paid particular attention to the general recommendations made last year, and they state that no more general recommendations are made this year upon the teaching of Colloquial English, Reading and Chinese, because those made last year have been adopted "in a most complete and satisfactory manner." The Examiners found that the work of the Lower and Preparatory Schools had "immensely improved," and is, broadly speaking, very satisfactory. They further express the belief that a correspondingly increased value might be given to the Upper School if certain improvements which they specify are adopted. The success which has attended the adoption of the recommendations made by the Examiners last year will doubtless encourage ready acquiescence on the part of the College authorities in the few recommendations made in the present report.

It is of the highest importance to the Colony that the work of its leading school should be laid upon the soundest possible lines. To say the least, it has in the past been rather disappointing to observe the imperfections which so many Chinese boys who have passed through Queen's College exhibit alike in speaking and writing the English language. The change in methods of instruction in the school are certain to result in great improvement in this respect. The improvement that has been effected in the Preparatory School the Examiners state is most striking and a matter for sincere congratulation. With regard to the teaching of English composition (including grammar), the Examiners, mentioning the importance of teaching a clear and grammatical style of English composition, observe: "Correct writing follows naturally on correct speaking; and therefore when the boys who are now beginning their studies reach the higher classes, a great improvement in the standard of composition may reasonably be hoped for. Boys in Class III. have presumably been learning English for five years, which is ample time to master a foreign language. No lower ideal should satisfy Queen's College than this, that in the Upper School gross grammatical mistakes should be rare or unknown." The report, as our summary sufficiently makes clear, is of a very encouraging nature, and there is abundant promise in the results of this year's examination that the changes made in the organisation and in the methods of teaching will greatly enhance the reputation of the College.

An Osaka paper learns that the Japanese Government Railway Bureau has decided to lease its Maizuru and Kure lines to the Hankaku and the Sanyo Railway Companies, respectively.

HONGKONG JOTTINGS.

(17th October.)

I noted remarks on gambling, and though agreeing with them in the main I cannot help feeling regret that our laws in their incidence are responsible for so much of what may be termed "State created crime." In China they neither regulate the hawkers nor, as a rule, prohibit a gamble; whilst in this Colony the Police (who look the other way when an awkward row is in progress) descend like an avalanche upon the small boy hawking ground nuts without a licence, or upon the coolie indulging in a little gamble on the quiet with some chums. I do not question that our way is the right one, but it seems a pity to fill a big gaol with persons guilty of what they have been brought up to regard as no offence. All the while those Europeans who should set them an example, spend half the night in gambling at "Bridge" and even ladies, who should be looking after their little ones, waste the shining hours in playing this game for points.

I see that the "Woodcutter" as Mr. Shewan sportively called him, is continuing his career of vandalism in the woods at Aberdeen, and the spoils of the crusade, in heaps of split fir, lie on the bare hillside. I had hoped—as I am sure the public had generally—that the adverse criticism would have stayed his ruthless hand. But no, the pursuit of dollars would seem to render both the Woodcutter and his friend the Colonial Secretary, blind alike to the ravages their sordid scheme is causing among the beauties of the island and insensible to the ill-effect it will have on the health and the rainfall of the Colony. If the Chief Gardener wants some further scope for his energies than is afforded by the care of the Public Gardens, let him set to work to plant the miles of bare slopes which still exist on the hills both on this island, on Lantao, Chung-chow, Lamma, and the New Territory. If he will but look around he will find that it is not at all necessary to fell in order to plant. He can plant without destroying.

It is probable that our Sanitary Board is already acquainted with the suggestion of rat-hunting as "a pastime for gilded youth" put forward by Sir James Crichton Browne in his presidential address at the Sanitary Inspectors' Association Congress last month, but I have pleasure in bringing the suggestion to the notice of the gilded youth of Hongkong and that far more numerous class who sigh for a little shooting and are unable in a day's tramp to observe anything tempting enough to expend powder and shot on. Sir James was discoursing on the necessity of exterminating rats in plague and other disease-ridden districts, and expressed a desire to see the sporting instincts of the nation enlisted in the process. Rat-catching, Sir James ventured to remark, must be quite as exciting and elevating as pigeon-shooting. "If the sporting papers" he said, "gave a description of the battues and reports on the bags, with the odds on the favourite rat catchers, and portraits of the record breakers, these pernicious little rodents would soon become scarce—unless, indeed, enthusiasts should take to breeding and laying them down as we do pheasants. Great things may be expected when sport, fashion, and sani at on join hands in rat catching."

In Hongkong, our Sanitary Board spends I don't know how many dollars a year on rat-catching, and as economy is supposed to be the constant watchword of the spending departments of the administration, this suggestion coming as it does from the President of the Sanitary Inspectors' Association, will no doubt receive a due share of that most earnest and careful consideration which the Board promises to everything. It would greatly increase the public interest in the monthly rat-catching returns submitted to the Board if the "bag" of each European sportsman was duly tabulated, and I feel sure the newspapers would gladly give that publicity to the records which always adds zest to sport of all kinds.

Apropos the above suggestion, some anonymous scribbler—he must have been a Sassenach—wrote to one of the London papers asserting that bag-pipe music had been proved to be most efficacious in ridding a place of unwelcome rodents. Plague-infected rats usually make themselves scarce in Hongkong before St. Andrew's Day. This festival has been religiously observed here for many years now, and the circumstance averred by the aforesaid correspondent may serve to establish the fact that the pernicious little rodents are as unerring in their instinct as the swallows which take their flight on the approach of winter. Until reliable evidence is adduced; however, I shall continue to disbelieve the story of the "Pied Piper of Hamelin" who so charmed the rodents with his pipe that he enticed them to death by drowning in the river. Pied Pipers who can play with such fascination are extinct in this age, and so to exterminate rodents we have to enlist the sporting instinct of the people.

BANYAN.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 20th inst. in the Council Chamber.

PRESENT:

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

Hon. Colonel L. F. BROWN, R.E. (Commanding the Troops).

Hon. F. H. MAY, C.M.G. (Colonial Secretary).

Hon. E. H. SHARP, K.C. (Attorney-General).

Hon. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. A. W. BREWIN (Registrar-General).

Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

Hon. P. N. H. JONES (Director of Public Works).

Hon. Sir C. P. CHATER, C.M.G.

Hon. Dr. HO KAI, C.M.G.

Hon. WEI A YUK.

Hon. R. SHewan.

Hon. GEESHOM STEWART.

Hon. W. J. GRESSON.

Mr. S. B. C. ROSS (Clerk of Councils).

BOUNTY-FED SUGAR.

The ATTORNEY GENERAL proposed the first reading of a Bill entitled An Ordinance to give effect to Article VIII. of the Brussels Sugar Convention, 1902. The purpose of this measure is to give effect in the Colony to Article VIII. of the Brussels Sugar Convention, 1902, by empowering the Governor-in-Council to make such regulations as he shall deem necessary for the said purpose, and by prohibiting the importation of bounty-fed sugar.

The COLONIAL SECRETARY seconded.

Hon. R. SHewan—Can we have any particulars as to the Permanent Commission?

H. E. the GOVERNOR—I hope the hon. member will receive the information he desires.

The Bill was read a first time.

The ATTORNEY-GENERAL—I understand that a Bill with the same title was read twice in March last. Certain objections were made as to the form of that Bill. In consequence of these objections no further steps were taken with that Bill. I move that the Bill read in this Council twice in March last be now withdrawn.

The COLONIAL SECRETARY seconded.

The motion was adopted.

IMBECILE PERSONS.

The ATTORNEY-GENERAL proposed the first reading of a Bill entitled An Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903. The objects of this measure are, firstly, to remove any doubt as to whether the terms of the principal Ordinance include natives of the Colony, to whom the said Ordinance was not in fact meant to apply; secondly, to exclude persons of Chinese nationality from the operation of the said Ordinance; and, thirdly, to provide that the said Ordinance shall not conflict with the China and Japan Order in Council, 1865, as regard persons deported thereunder from China to Hongkong.

The COLONIAL SECRETARY seconded.

The Bill was read a first time.

CHURCH OF ENGLAND IN HONGKONG AND CHINA.

The ATTORNEY-GENERAL proposed the first reading of a Bill entitled An Ordinance to enable the Trustees of Saint John's Cathedral Church in Hongkong to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China. The "objects and reasons" of the Bill are set forth as follows:—

The object of this Ordinance is to supply the need which has long been felt for the existence of some statutory corporate body empowered to hold and deal with property for the use of the Church of England in this Colony and in China. Saint John's Cathedral Church Ordinance, 1899, provides for such a body as regards the Cathedral itself, and this Ordinance is not intended to alter or derogate from the statutory powers conferred upon such body as regards the Cathedral. There is, however, already other property dedicated to the use of the Church of England in the diocese, which will doubtless be added to in the future, and it is most desirable that all such property should be duly vested in a corporate body both for its safe keeping and to facilitate any necessary dealing with it. This Ordinance proposes to confer the necessary powers upon the only suitable body corporate already in existence, viz., the Church Body, that is to say, the Trustees of Saint John's Cathedral Church in Hongkong.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

CHINESE EMIGRATION.

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled the Chinese Emigration (Amendment) Ordinance, 1904. He said—This Bill is practically only formal in character. The matter is perhaps somewhat urgent, as we know that the Chinese labourers have already been shipped to the Transvaal really under the conditions which it is intended to impose by this Bill. It is hoped that shortly more labourers may be shipped under the regulations of the Bill. The intention of the measure is clearly shown in the "objects and reasons." A Convention was entered into this year between Great Britain and China respecting the employment of Chinese labour in British colonies. The immediate object of the Bill is not one expressly referred to in the Convention; the object of the Convention was to provide for the intended emigration of Chinese labour to the Transvaal, and regulations, differing in some respects from the regulations for years in force in Hongkong with regard to the emigration of Chinese labour, were provided for by the Convention. Pursuant to that Convention, the Transvaal, and I think also Natal, have passed Ordinances the object of which is to prescribe the regulations required under the Convention, and these in the Transvaal and Natal are in force to this extent that coolies sent from here cannot be admitted to the territories of those colonies unless these regulations are complied with. Therefore, as a matter of fact anybody engaging in the transport of these coolies from Hongkong to Durban must comply with these regulations in so far as they differ from the regulations which have hitherto been in force here. The coolies have already been shipped from Hongkong to South Africa, although we have not any ordinance enforcing those regulations referred to in this Convention, and it is inconvenient that the trade should continue on that footing without the regulations being sanctioned. Hongkong has no power at present to ensure that these regulations will be complied with in shipping these coolies. The purpose of this Bill is to obtain the power, and I move that this Bill be now read a second time.

The COLONIAL SECRETARY seconded.

H. E. The GOVERNOR—I would add to the statement made by the Hon. Attorney-General that the Convention does not apply to the emigration of coolies from Hongkong, but it has been considered by His Majesty's Government that it is as well that the conditions of the emigration from Hongkong should be exactly the same as the conditions of the emigration dealt with in the Convention for the treaty ports.

The Bill was read a second time.

On the motion of the Hon. Attorney-General, the Council went into Committee on the Bill.

On Clause 2, dealing with the granting of special licences to transport indentured Chinese emigrants to South Africa, the Hon. Attorney-General moved that the words—"in force in the said Colony or Protectorate" should be struck out and the words "which have been made or sanctioned by the legislature of the said Colony or Protectorate and are in force therein" substituted.

Hon. R. SHewan—What is the meaning of "indentured Chinese emigrants"?

The ATTORNEY-GENERAL—The expression is taken from the Convention, and I think it is a very suitable expression to describe these people. They go down there under contract for a term.

H. E. The GOVERNOR—They sign indentures before they embark.

The amendment was adopted.

The ATTORNEY-GENERAL moved a similar amendment on Clause 3, which was adopted.

A similar amendment was also adopted on the preamble and the Bill passed committee.

The Council resumed.

The Standing Orders being suspended.

The ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded.

The Bill was read a third time and passed.

The Council adjourned till Thursday, 27th October, at 3 p.m.

FINNCE COMMITTEE.

H. E. The Governor having left the chair, the Council went into Finance Committee, the Colonial Secretary presiding.

The Governor recommended the Council to vote a sum of \$25,000 in aid of the votes Public Works Extraordinary for purchasing the remaining portion of Kowloon Inland Lot No. 1,011 for the purpose of constructing roads.

The COLONIAL SECRETARY—The object is to continue Robinson Road northward.

The Governor recommended the Council to vote a sum of \$38,100 in aid of the votes Public Works Recurrent and Extraordinary for the following items:—

Public Work: Recurrent,	
9. Miscellaneous Works :—	
Opium Searchers' Steds	\$2,200
Alterations in Government Offices	200
Saiyingpun School—Surfacing Playing Grounds	300
Alterations for Improvement of Post Office Accommodation	40
Total	\$31,00
Public Works Extraordinary.	
10. Buildings—Post Office	35,000
Total	\$38,100

The COLONIAL SECRETARY—We underestimated the expenditure on the Post Office this year. It is costing more than was anticipated.

Hon. R. SHewan—How?

Hon. COLONIAL SECRETARY—In respect to the foundations.

The votes were unanimously passed.

QUEEN'S COLLEGE.

A report by the Examiners of Queen's College was laid on the table.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 18th instant in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. A. W. Brewin, Mr. F. J. Badeley, Mr. E. A. Hewett, Mr. A. Rumjahn, Dr. P. Barnett and Mr. T. H. Hanmer (secretary).

The minutes of the previous meeting were confirmed.

CLEANSING THE CITY.

The M.O.H., in a minute, suggested that the general cleansing operations be started in November. Other members of the Board agreed with him, advising that the Board adopt the same procedure as last year. It was estimated that the expenditure would be as follows:—

Soft soap	\$8,000
Fitting up boilers	\$2,000
Firewood	\$1,000
Coolie hire for haulage	\$8,000
Total	\$20,000

Dr. ATKINSON said they all agreed to this cleansing, not only from a sanitary point of view, but also as a measure against plague. Last year the cleansing was commenced in November, and lasted till the end of February. During this period 31,26 floors were cleansed, costing the Government \$6,122, as against \$8,000 in the previous year. The great difference was accounted for by the fact that the Chinese undertook to do the work themselves to the Board's satisfaction. The Board supplied soft soap and coolies for hauling away the dirt. A committee was appointed last year to consider any complaints. If the house occupiers did not do the cleansing after receiving due notice, the Board took the matter into its own hands. He expected they would be able to do it at even a less expenditure than last year. They might even save \$2,000, thus doing the work at a cost of \$4,000. He proposed that they approach the Government for the necessary funds, and appoint the same committee as last year: Messrs. Lau Chu Pak, Fung Wa Chun, Dr. Pearse, and E. A. Hewett.

Mr. HEWETT seconded. He thought that tanks should be supplied to the Chinese to dip their verminous bed-boards in. In connection with this cleansing and plague prevention they must not forget what Sir Henry Blake had done; he was the originator of the valuable experiment, getting the Chinese to co-operate.

Dr. Atkinson's proposal was agreed to.

ANTHRAX AT KENNEDY TOWN.

Extracts from a letter by the Colonial Veterinary Surgeon read as follows:—A bullock was found dead from anthrax in Kennedy Town Cattle depot (on the 6th inst.). The animal came from Heihow with 26 others. The "in contact" animals have been segregated and the shed in which the animal was found washed and disinfected. None of the "in contact" animals show signs of illness.

A DANGEROUS DOG.

Dr. Gibson, in a minute, reported that on examination of the blood of a sick dog belonging to Inspector Watson of the Kennedy Cattle Depot he found trypanosoma. The dog had been in Inspector Watson's possession for about 18 months, and had been following him about his quarters and in the Cattle Depot. It had been ailing for a few days, and was brought to him for examination. He could not find anything in its symptoms to enable him to offer an opinion as to the cause of its illness until he examined the blood microscopically. He then found the blood to be swarming with trypanosoma. In order to further make certain he inoculated another dog and a guinea pig with the sick dog's blood, and both of them developed the disease, showing large numbers of parasites in their blood. He made a present of the inoculated guinea pig to Dr. Bell of the Government Civil Hospital, as he was anxious to study its condition. The inoculated dog he was keeping for himself. A bite of that dog, or one of its fleas, would most probably be sufficient to cause an infection. Some time ago a buffalo at Hongkong had the same sickness, while the same thing caused considerable losses to horse and cattle owners at Manila. In horses the condition is known as "Surra," being well known in India. No horses in Hongkong, though, have been known to have it.

Dr. ATKINSON said that this disease had only been known as attacking human beings during the last two years, and then only some three cases had been under observation.

ABOUT PLAGUE.

A rather large volume about plague, by Dr. William Hunter, was placed on the table. Some of the members thought they should each be supplied with a copy.

THE LIABILITY TO REPAIR DRAINS AND SEWERS.

The following letter was read from Mr. Rumjahn:—

I send you herewith a copy of the *Sanitary Record* of the 21st September last. On page, 209 under the heading "Legal Proceedings to Prevent Nuisances" it will be observed (*inter alia*) that in *Russell v Shentin* (1 L. J. Q. B. 289) it has been held that the occupier and not the owner of premises is *prima facie* liable to the repair of drains and sewers when a nuisance occurs.

It will be remembered that in one of the Sub-committee meetings held at the end of last year I advocated the change of our procedure as to

the abatement of nuisances arising from defective and the choking of downpipes and drains by calling upon the occupier or tenant, instead of the owner, to remedy the same in order that nuisances might be more expeditiously abated and the work of the officers concerned lessened.

Under the present regime, when a downpipe or trap is choked or broken, the inspector by whom the nuisance is discovered leaves a memorandum addressed to the owner with one of the occupiers, to forthwith abate the nuisance. It is needless to say that the memorandum seldom reaches the owner. The Inspector on his revisit of the premises the next day or later finds the continuance of the nuisance and reports the case to the Senior Inspector of the District, who, on being satisfied of the existence of the nuisance, notifies the Secretary of the Board. The Secretary directs a search to be made in the Land Office for the name of the owner, whose address is then ascertained, either at the Treasury or the Registrar-General's Office. A notice is then made out calling upon the owner to abate the nuisance within a specified time. Thus days often elapse before a trivial choking of a downpipe or trap can be remedied. It frequently happens that as soon as the nuisance has been abated by the owner, on receipt of the notice, the household refuse, instead of being consigned to a dust box, is swept into the downpipe or trap, in consequence of which the Inspector on a re-visit finds the downpipe or trap still choked, and a further report is made to the Secretary that the nuisance continues unabated. Prosecution then follows. In many instances, the tenant, in his endeavour to cleanse the downpipe and trap, rams a bamboo into them, breaking one of the caps of the pipe or the bottom of the trap, and the same procedure as detailed above takes place. As the occupier or tenant is the author of this nuisance he should be proceeded with, as held in the case cited.

The advantages to be derived from the adoption by the Board of the ruling of this case are:—

(1). The occupier being the person by whose act default or sufferance the nuisance is created or allowed to continue, if looked upon for abatement, would endeavour to collect the household refuse and deposit it in a dust box (now an ordinary kerosene tin is allowed to be used as a dust box) instead of allowing it to be washed into the downpipe or drain.

(2). In the event of the choking of downpipe or trap the nuisance can be abated by one of the occupiers in the presence of the Inspector by whom the nuisance is discovered in less time than it takes that officer to make out his memorandum or to report the case to his senior; and in the case of leakage or broken condition of the pipe or trap twenty-four hours would be an ample time for the occupier to abate the nuisance, which would otherwise continue to be unabated for days under the present regime.

(3). If the wrongdoer is punished a reduction in this class of nuisances will result, damage to downpipes and traps will be less frequent, and the work of the Sanitary Department lessened.

I may add that our law relating to the abatement of this class of nuisances (Sect. 29 of the Public Health and Buildings Ordinance) is on all fours with that of England (See Sect. 93 of the Public Health Act 1875); as a matter of fact ours has been copied verbatim from the English text.

Yours faithfully,

(Sd.) AHMET RUMJAHN.

Dr. ATKINSON said that this matter was very well looked after at present. When practicable they asked occupiers to abate nuisances, but there were cases—such as there being several occupiers on one floor—when it was necessary to come down on the owner.

APPLICATIONS.

Various applications regarding water-closets, licences, etc., were considered and treated on their merits.

ADULTERATED MILK.

As a result of recent examinations, made under the "Sale of Food and Drugs Ordinance," a man was caught selling adulterated milk. No other frauds were discovered.

MORTALITY STATISTICS.

The following statistics are for the week ended 1st inst., death rate per 1,000 per annum:—

British and foreign civilians	10.3
Chinese land population	18.5
Chinese boat population	19.5

LIMEWASHING.

The limewashing for the fortnight ended 11th inst was laid on the table. Some 2,727 houses were limewashed in the Eastern District, and 1,144 in the Central District. From five prosecutions for failing to comply with the regulations fines totalled \$44.

RATS.

During the week ended the 17th inst. 362 rats were caught in the City of Victoria, and 270 at Kowloon. Four from each place were found to be plague-infected rats.

SUPREME COURT.

Tuesday, 18th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE.)

A SERIOUS CHARGE.

Nehall Singh, an Indian constable, was charged with having attempted to commit a criminal offence on the person of a Chinese boy.

He pleaded not guilty.

The following jury was empanelled:—Messrs L. L. Murphy, F. F. Bovet, H. Hodge, C. Glover, W. Goodfellow, J. Blake and H. T. Richardson.

The Attorney-General, Hon. E. H. Sharp, K.C. (instructed by Mr. F. B. L. Bowley, Crown Solicitor), appeared for the Crown.

After hearing the evidence the jury found the charge proven.

His Lordship passed sentence of two years' imprisonment with hard labour.

CHARGE OF MANSLAUGHTER AGAINST A EUROPEAN.

Thomas Hynes, a young man engaged at Messrs. Butterfield and Swire's Docks at Quarry Bay, was charged with having caused the death of a coolie there on 20th ult.

He pleaded not guilty.

Mr. H. G. Colcroft, barrister-at-law (instructed by Mr. H. Hursthorne, of Messrs. Dennys and Bowley, solicitors), appeared for the prosecution, and Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), was for the defence.

The jury was as follows:—Messrs. R. T. D. Sayle, J. A. Stopani, J. I. Andrews, H. Skot, H. T. Richardson, W. M. Anderson, and H. S. Bevan.

From the evidence which was led it appeared that the deceased coolie was working in the dock at Quarry Bay and was walking along a plank reaching from the middle of the excavated dock to a ledge on the side. Defendant was passing the deceased, and in passing he told him to "Fai-ti," meaning that he should make haste along the plank. It was alleged also that in making the coolie make haste the defendant struck the coolie, with the result that when the latter got to the bank of the dock he collapsed and died, death being due to rupture of the spleen.

Dr. Hunter gave evidence showing that rupture of the spleen was the cause of death. The man, it appeared, was removed to hospital in a ricksha; the jolting of the ricksha could not cause rupture of the spleen, but it would be liable to aggravate the rupture after it had been sustained.

T. Grimshaw gave evidence regarding the methods adopted to bring the injured coolie round.

After further evidence being led, the case was adjourned.

Wednesday, 19th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE.)

CHARGE OF MANSLAUGHTER AGAINST A EUROPEAN.

Evidence was further led in the case in which Thomas Hynes, a young man engaged at

Messrs. Butterfield and Swire's Docks at Quarry Bay, was charged with having caused the death of a coolie there on 20th ult. He pleaded not guilty. Mr H. G. Calthrop, barrister-at-law (instructed by Mr. H. Hursthouse of Messrs. Denneys and Bowley, solicitors), appeared for the prosecution, and Mr. E. Pollock, K.C. (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), was for the defence.

The jury was as follows:—Messrs. R. T. D. Sayle, J. A. Stepani, J. I. Andrews, H. Scott, H. T. Richardson, W. M. Anderson, and H. S. Bevan.

After hearing the evidence to a conclusion the jury found the prisoner not guilty, and he was discharged.

The Court rose.

Thursday, 20th October.

BEFORE HIS HONOUR SIR HENRY BERKELEY
(CHIEF JUSTICE).

WHAT IS CONTRABAND.

Hon. E. H. Sharp, K.C. (instructed by Mr. Hastings), moved on behalf of the Osaka Shosen Kaisha that the award dated the 26th day of September, 1904, of Edbert Ausgar Hewett, the arbitrator, acting under the submission to arbitration contained in an agreement of Charter Party dated the 10th of February, 1904, and made between Messrs. Sander, Wieler and Co., as agents for the captain and owners of the Norwegian s.s. *Prometheus*, and the Osaka Shosen Kaisha as charterers, be set down for hearing as a special case. Mr. Sharp put in a number of affidavits and documents, and remarked that the whole question was as to the meaning of the word "contraband." Mr. Hewett had acted as sole arbitrator by consent of both parties, although in the charter party, it was stated that in cases of dispute an arbitrator should be appointed by each side with an umpire or referee.

His LORDSHIP made the order in the terms asked, the date of hearing to be subsequently arranged.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE).

CLAIM FOR SALARY.

Frank Jorge sought to recover from the Sun Life Insurance Company, of Canada, the sum of \$125. being one month's salary in lieu of notice.

Mr. E. J. Grist (Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. Harding (Messrs. Ewens and Harston) defended.

The plaintiff was engaged early in August to canvass business at a salary of \$125 a month. He introduced nothing during the month and the manager, when paying his salary, said to him "Your business is entirely unsatisfactory, but I recognise the difficulty of a new man taking up insurance business. I will give you another month's trial, and if you do not prove more successful we must sever relations." In September plaintiff did nothing at all, and he was paid off on the 1st inst. when he gave a receipt in full.

Mr. Stein, the local manager of the defendant Company, gave evidence, and denied that there was any contract, expressed or understood.

His Honour gave judgment for defendant with costs.

One of the ringleaders of the Hungchutzu named Chin Shao-shan publicly celebrated his mother's birth day at a district in Fengtien last week, when not only the magistrate of the district gave him \$300 as a present, but the native gentry and merchants sent him a birthday curtain as a mark of respect for him and his mother's longevity. It is calculated, says the *Peking Times*, that he received more than a 1,000 such curtains in the course of the week as well as many other valuable presents. This man is employed by the Japanese, and his force is armed and paid by the Japanese army. He is now one of the most important chiefs of the Hungchutzu, but it is said that owing to misconduct a portion of them have been disbanded.

ZONE TIME FOR HONGKONG.

The following interesting correspondence makes quite clear the cause and origin of the Governor's order now being published, for the adoption of standard time in the colony on and after the last day of this current month.

Colonial Secretary's Office.

Hongkong, 29th June, 1904.

SIR.—I am directed to forward for the information of your Committee a Memorandum by Mr. Tyler, the Coast Inspector of the Imperial Maritime Customs, on the desirability of adopting Zone time in this Colony.

I also transmit a copy of a report by the Harbour Master on the subject and to state that the Officer Administering the Government would be glad to be informed of the views of your Committee in the matter.—I have, &c.

A. M. THOMSON, Colonial Secretary.
The Secretary, Chamber of Commerce.

MEMORANDUM ON THE DESIRABILITY OF
HONGKONG ADOPTING ZONE TIME.

Quietly and without any public notification a standard time has been adopted in the Eastern part of China, and is now in use from New-chwang and Swatow, up the Yangtse as far as Hankow, and at Weihaiwei and Tsingtau.

In addition Zone time is in use in Japan and in the Philippine Islands.

A great and important progressive movement has thus been inaugurated in the Far East.

Introduced now, when railway development in China is in its infancy, none of the usual inconveniences connected with the initiation of its introduction are felt.

Put off until different railway systems were running, with traffic tables adjusted to local time, the difficulties in the way of obtaining the necessary co-operation for its introduction would be immense.

Now in the future expansion of this system a check exists. Zone time is in use as far south as Swatow. But at Canton and the West River ports it has not yet been introduced owing to the interdependence of these places with Hongkong—it is seen that considerable inconvenience would occur were an attempt made to establish a standard time in this part of China except it was done in co-operation with Hongkong and Macao.

Until these ports agree to the adoption of Zone time an obstacle exists in the way of the further expansion of the system in China.

This check has more than a local effect. For until the Western limit, on the coast, of the 8 hour Zone is decided on (and it is possible that Hoilow and Pakhoi, though strictly outside the Zone, may for practical purposes be included) it is unadvisable to take any steps towards establishing a boundary North and South between the 8 and 7 hour Zone.

W. FERD TYLER, Coast Inspector.
Canton 22nd June, 1904.

Harbour Master's Minute.

So far as Hongkong is concerned such a change would, so far as I can see, be of no advantage. We should, I take it, benefit Canton if she is dependent upon us for making a change due to her railway expansion; it seems to me purely a matter for China. In our own consideration we are essentially a shipping Port and Zone time is not popular with navigators. On the whole I should say that the change should not be contemplated without more reason than is at present apparent. It might be made the subject of an interchange of an opinion with Macao and also our Chamber of Commerce. My own view is that there would seem to be no necessity for the change.

L. B. L., Harbour Master.
27th June, 1904.

Hongkong General Chamber of Commerce.
11th August, 1904.

SIR.—I have the honour to acknowledge the receipt of your confidential communication dated 29th June, last (No. 5015/4/C. S. O.) relative to the question of instituting Zone time in this Colony.

The Committee have given this matter serious attention and they are unable to see any reasonable grounds for disputing the proposition as put forward by Mr. W. Ferd. Tyler, Coast Inspector, of the Imperial Maritime Customs, in his Memorandum on the subject

which forms the enclosure to your letter. From the minute of the Honourable the Harbour Master it would appear that no advantage to Hongkong would be gained by the change at present, and, at first sight, the Committee were rather inclined to hold similar views, but further consideration convinced them that the inauguration here of 8 hour Zone time would not only cause no inconvenience, but would prove rather an advantage than otherwise. On the other hand, great inconvenience will result, not only to China but to the Colony, if the change is not made before Hongkong is linked with the various railway systems now extending over China.

Local time being in force here, the only change necessary would be to put clocks on 23 minutes, or thereabouts, on the appointed day. A slight advantage would be gained by the business community through the fact of the working day starting earlier and closing correspondingly sooner than now, thereby giving 23 minutes more daylight after the usual closing hour of 5 o'clock as at present. The Committee are unable to find any likelihood of complaint from the navigators using the port, and indeed they are of opinion that they would welcome the change for the reason that it would simplify their calculations. It is plainly much easier for them to deduct 8 hours from the observed time of the falling ball of the local Observatory than, as at present, the regulation figures representing hours, minutes, seconds and decimals of seconds in order to ascertain the errors of their chronometers. This may not appear to be a great advantage, but it is the sum total of such small matters which secure the safety of navigation, and the elimination of a possible source of error should not be passed over lightly.

That Zone time has been successfully introduced by the Imperial Maritime Customs in the ports of China north of Hongkong, and even up the Yangtse as far as Hankow, without exciting adverse criticism and practically without reference in the local papers is a great achievement and augurs well for its easy adoption in Hongkong. It does not therefore seem desirable that this British Colony should withhold its support to a scheme which practically sets in motion Greenwich time throughout the Chinese Empire.

As His Excellency is aware, Zone time is not a new idea. It has been found necessary to adopt it in countries such as Canada, Australia and United States of America which have great trans-continental lines of railway, as it was found impossible to properly regulate the branch line connections unless some easily calculated system of hour or $\frac{1}{4}$ hourly zones divided these countries. The Philippine Islands have also adopted 8 hour Zone time as proposed for Hongkong.

In view of the great extension of railways in the Empire of China which will undoubtedly take place in the near future it is obvious that some such system as Zone time will presently become imperative. My Committee therefore endorse the view expressed by the Chinese Imperial Maritime Customs Officials that this change should be made now rather than at a later date when the various railways are completed.

The fact that these systems are being developed by so many different syndicates embracing so many different national interests adds weight to the request that the change in official time should be made before, rather than after, the railways are completed.

From its geographical position China lends itself very readily to a Zone system of 7 hours in the Western portion and 8 hours in the Eastern.

The 8 hours Zone East of Greenwich would be 112 $\frac{1}{2}$ to 127 $\frac{1}{2}$, therefore the Eight hour Zone could well be made to embrace the whole of China eastward of say Hankow on the Yangtse, and Canton on the Lukiang. Thus not only would the main railway systems in China be worked on the official time of 8 hours east of Greenwich, but also all the treaty ports at which the main coasting and river trade is conducted, as well as those ports at which ocean-going vessels call.

The nature of the Yangtse and West Rivers is such that steamers proceeding up river beyond Hankow and Canton respectively have to be especially constructed for the purpose and therefore will not have to run from the Eastern into the Western Zone time.

The question as to the time to be adopted at the two western treaty ports, viz.—Pakhoi and Hoihow, is a matter of comparatively small importance to the trade of this Colony, and might well be left to the decision of the Imperial Maritime Customs.

The Committee of this Chamber are unable to endorse the statement made that Zone time is unpopular with navigators: so far as their information goes this is certainly not the case—rather the reverse, as it involves no alteration of time between ports.

It might be of interest were I to add that the Foreign Telegraph Companies have already adopted a universal official time in their stations in China and Hongkong.

The Harbour Master suggests that the Macao Government should be consulted, and doubtless they would like to be. My Committee have little hesitation in thinking that they will readily see advantages in agreeing to the change, more particularly as the owners of the projected Macao-Canton railway will be anxious to take advantage of any scheme which will tend to render easy the connection of their Railway with the trunk lines running into Canton.

In conclusion I am to point out that as the only argument to be brought against the scheme is that it is a change from the existing order of things, and as the advantages in favour of its adoption by Hongkong are very real, the Committee trust His Excellency the Governor will readily give his consent to the proposed change of time being officially adopted in the Colony.—I have, &c.

A. R. LOWE, Secretary.

Hon. F. H. May, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th August, 1904.

SIR.—I am directed to thank you for your full and interesting letter of the 11th instant on the subject of zone time and to inform you that His Excellency the Governor, who is in favour of adopting Zone time for Hongkong, has addressed the Governor of Macao and the Secretary of State on the subject.—I have, &c.

F. H. MAY, Colonial Secretary.
The Secretary, Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 27th September, 1904.

SIR.—With reference to my letter of the 24th August I am directed to inform you that the Secretary of State for the Colonies has approved of the adoption of the time of 120 deg. East Longitude for Hongkong and that the Governor of Macao has stated that the adoption of the same time for that Colony would not be inconvenient.

I am now to inquire whether the Committee of the Chamber of Commerce have any suggestion to make as to the date upon which the time of Hongkong should be advanced by the 23 minutes and 18 seconds necessary to effect the change.—I have, &c.

F. H. MAY, Colonial Secretary.
The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce
Hongkong, 11th October 1904.

SIR.—I am directed to acknowledge the receipt of your letter of 27th ultimo (No. 7748/40/C.O.D.) notifying this Chamber that the proposal to adopt Zone Time has been approved of by the Secretary of State for the Colonies and I am requested to thank you for your courtesy in asking the opinion of my Committee as to the date when the change in time should be made in this Colony.

The Committee desired me to suggest that the 1st January next appeared to them a convenient date on which to advance the local time, but should His Excellency the Governor prefer to make the change at an earlier date there would be no objection to this course being adopted, as it does not appear necessary to give any long notice of the contemplated change.—I have, &c.

A. R. LOWE, Secretary.

Hon. F. H. May, C.M.G., Colonial Secretary.

Colonial Secretary's Office,
14th October, 1904.

SIR.—I am directed to acknowledge your letter of 11th October, and in reply I am to inform you that as no advantage would appear

to be gained by waiting His Excellency has ordered that this Colony shall adopt the time of 120 deg. East Longitude on and from Sunday, the 30th October.

A notification to this effect will appear in the Newspapers and Government Gazette.—I have, &c.

F. H. MAY, Colonial Secretary.
The Secretary, Chamber of Commerce.

NORTH CHINA INSURANCE CO., LIMITED.

The report of this company, for presentation to the first ordinary general meeting of shareholders, at Shanghai, on 25th instant, read as follows:

The directors beg to submit, for the information of shareholders, the annexed duly audited statement of the working account for 1903 to the 30th June 1904, and of the reconstructed company's accounts from 1st January to the 30th June, 1904.

1903.—An interim dividend of 4 per cent., aggregating taels 41,025.64, was declared on the 2nd May last, and after deducting this amount from the balance of the working account, there remains a sum of taels 261,167.37 which the directors recommend should be appropriated in the following manner:

A final dividend of 4 per cent. on the 1903 paid-up capital.

A bonus of 10 per cent. upon contributory premiums.

Taels 95,309.17 to the credit of the reserve fund raising that fund to Taels 800,000.

And the balance to be transferred to liability account, closing the account for 1903.

1904.—The balance at credit of working account to the 30th June amounts to Taels 217,199.30.

JAPANESE SECURITIES.—The securities mentioned in the balance Sheet are deposited with the Government of Japan to comply with the law of that country.

DIRECTORS.—In accordance with the provisions of the articles of association, the directors all retire, but being eligible, offer themselves for re-election.

AUDITORS.—The accounts have been audited by Messrs. Hayter and King, the former filling the vacancy caused by the resignation of Mr. Wrightson, and the latter acting in the absence of Mr. Wingrove through indisposition. Messrs. Wingrove and Hayter offer their services to the shareholders for the ensuing year.

The accounts are as follows:

BALANCE-SHEET.

For the year ended 30th June, 1904.

Dr. Tael.

To capital account:—

10,000 shares at £5 £50,000.00 at 2s, 6 11-16d.

704,690.83

To reserve fund.

To working account, 1903:

Amount brought forward Tael.

from below 302,193.01

To deduct—

Interim share dividend 41,025.64

261,167.37

To working account, 1904:—

Amount brought forward from below 217,199.30

To liability account for 1902 and previous years 138,540.67

5,821.45

To sundry creditors 10,152.65

2,831.16

Taels 1,731,442.13

Tael.

By cash on current accounts in Shanghai

By Chinese Imperial Government loan of 1886 (E. issue)

15,730.00

By Shanghai Municipal loans

10,810.50

By Shanghai Land Investment Co.'s 5 per cent. debentures

6,834.48

By Shanghai Land Investment Co.'s 6 per cent. debentures

69,863.49

By Shanghai Waterworks Co.'s 5 per cent. debentures

9,600.00

By Shanghai Waterworks Co.'s 6 per cent. debentures

21,070.00

By Shanghai and Hongkew Wharf Co.'s 6 per cent. debentures

10,889.76

4 0.0

By Shanghai Mutual Telephone Co., Ltd.

113,000.00

By mortgages on property in Shanghai

By Japanese Government 5 per cent. yen loan of 1895

11,815.58

70,182.25

By London freehold premises

299,591.79

By London branch—Balance, viz.—

Cash at bankers £5,456.17 7

British Government securities 19,685 6 6

Indian Government securities 18,994 6 11

Colonial Government securities 26,980 17 4

Chinese Government 5 per cent. loan of 1896 10,944 14 7

Chinese Imperial Railway 5 per cent. loan of 1899 4,790 0 0

English Railway securities 5,228 16 1

Indian Railway securities 18,718 14 0

Canadian Pacific Railway 5 per cent. mortgage debentures 5,546 5 0

Furniture accounts—London and Manchester 243 0 0

Francia outstanding, bills receivable, policy stamps and drafts in course of collection 6,201 13 8

£122,690 11 8

Losses—Due to sundries 15,022 9 2

842,048.07

By balances at branches 89,985.80

By furniture at head office and branches 1,989.84

By sundry debtors 37,012.87

Taels 1,731,442.13

WORKING ACCOUNT, 1903.

Dr. Tael.

To net premium 717,716.92

To interest 79,225.36

To transfer and certificate fees 83.00

Taels 797,025.28

Cr. Tael.

By agency commissions 12,129.05

By charges at head office, branches and agencies 141,439.43

By directors' and auditors' fees 4,900.00

By income tax 11,302.74

By depreciation furniture account 203.53

By losses and claims 324,857.52

By balance carried forward 302,193.01

Taels 797,025.28

WORKING ACCOUNT, 1904.

Dr. Tael.

To net premium 370,048.51

To interest 33,180.89

To transfer and certificate fees 32.00

Taels 433,261.40

Cr. Tael.

By agency commissions 4,640.01

By reconstruction charges 5,881.60

By charges at head office, branches and agencies 75,344.60

By directors' and auditors' fees 2,450.00

By income tax 2,671.80

By losses and claims 73,643.35

By exchange account 21,431.34

By balance carried forward 217,199.30

Taels 403,261.40

B. C. T. GRAY, Acting Secretary.

W. H. POATE, WILLIAM D. LITTLE, JAS. N. JAMESON, Directors.

Messrs. H. W. G. Hayter and Chas. H. King, auditors, gave the usual certificate.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The 31st ordinary meeting of the Union Insurance Society of Canton, Ltd., was held at the Head Office, 1, Queen's Buildings, on the 20th inst. Mr. A. G. Wood presided, and there were present:—Messrs. N. A. Siebs, H. W. Slade, E. S. Whealer, A. Forbes (Directors), C. Montague Ede (Acting Secretary), A. B. Rouse, C. M. G. Burnie, H. J. M. Carvalho, J. A. Carvalho, R. C. Wilcox, A. G. Morris, G. H. Potts, G. T. Veitch, G. W. F. Playfair, W. H. Gaskell, W. A. Cruickshank, A. Ahmet, E. H. Hinds, W. Melchers, G. H. Rogge, Hon. Gershom Stewart, O. Struckmeyer and others.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen.—The report was published on the 20th September, and no doubt you have all made yourselves acquainted with its contents. I therefore propose, with your permission, to follow the usual procedure and take it as read. I think I may fairly say that the figures presented to you are very satisfactory. The premium income for

the year 1903 is \$4,256,000 and exceeds the premium income for the previous year by \$232,000, and not only are we able to recommend a substantial increase in the shareholders' dividend, and addition to the reserve fund of \$100,000, but we are in a position to recommend the establishment of a sterling reserve fund and the setting aside of £20,000 for this purpose. We consider that this provision is necessary, as a large portion of our earnings and liabilities are in gold, and a reserve in the same currency will lead to increased confidence. The balance of £509,941.04 we propose to carry forward to underwriting suspense account, and thus close the account for 1903. Last year our gold liabilities and assets were converted into dollars, for the purpose of the report, at 1/8d., while this year the conversion has been made at 1/10d., which was the demand rate ruling on the 30th June last; this difference of 2d. in exchange has resulted in a book loss of \$112,984.06, which amount you will see from the working account for 1903 has been deducted from the balance brought forward, as it was considered simpler to show the balance brought forward in this way than by making an unexplained entry to the debit of exchange. The figures for the year 1904 are, so far as they go, very satisfactory, showing an increase in premium of over \$200,000, while the losses for the same period are proportionately smaller, and I think this is a matter for congratulation. Turning now to the balance sheet, there is to be noticed a substantial increase both in gold and silver investments, which are actual accretions due to larger earnings. On the other side of the account we find a diminution of some \$78,000 in investment fluctuation account, which is due to the fall in value of our sterling securities, while exchange fluctuation account shows a falling-off of some \$118,000, due to the higher exchange of 1/10d. taken this year for the conversion of our sterling assets as against 1/8d. taken last year. The working account balance shows a satisfactory increase, as also does the re-insurance fund. There are no other features in the account which require particular comment, and I do not think I can usefully add any further remarks; but before moving the adoption of the report and accounts I shall be glad to answer any questions which you may wish to ask in reference to them. I may say that I have only one other matter to mention. You are aware, of course, that the excellent results of our business are mainly due to the efficiency and assiduity of the Company's staff and the directors consider that this should be recognised, by making a suitable appropriation to the Company's provident fund. This, with your approval, we have much pleasure in doing. No questions were asked.

The CHAIRMAN moved the adoption of the report and accounts.

Mr. G. W. F. PLAYFAIR, in seconding, said:—It is unnecessary to praise the way in which this Company is managed. Year after year, the shareholders' investments increase in value, and year after year the position is more and more satisfactory. I am very glad, indeed, to see that the Board have started a sterling reserve fund. I think it is an excellent idea. Two years ago, I remember the chairman told us what you have told us to-day about the Provident Fund. There was no mention of it last year; and I intended to ask about it to-day; but I am very glad to see that it has already been decided upon. Good work deserves reward, and I thoroughly believe in the policy of adding to such a fund as the Provident Fund. It is practically an insurance for the staff, and the Directors should be congratulated for what they have done in this direction (Hear, hear).

The CHAIRMAN.—There was no mention made of it last year, but an appropriation was made to the Provident Fund all the same.

The resolution was then put and carried unanimously.

The Hon. GERSHOM STEWART moved the re-election of Messrs. H. W. Slade and E. S. Whealler as Directors of the Company.

Mr. MELCHEES seconded the resolution.

Carried unanimously.

Mr. MORRIS proposed, and Mr. R. C. WILCOX seconded, the re-appointment of the company's auditors—Messrs. W. Hutton Potts and A. R. Lowe. This was also unanimously carried.

Mr. MONTAGUE E. E., on behalf of the Society's staff, wherever located, thanked the shareholders for their liberality in passing the bonus.

The meeting then terminated.

THE CHINESE AND THE CANTON-HANKOW RAILWAY.

The report that the American syndicate which obtained the concession for the construction of the great trunk railway from Canton to Hankow has sold its interests in the undertaking to capitalists of another nationality is arousing indignant protests from Chinese in the provinces through which the line will pass and an important movement is afoot to secure a cancellation of the agreement with the Government of China on the ground that the transference of the concession is a breach of the conditions stipulated by the Government.

Last week a meeting of the Chinese Chamber of Commerce at Canton was held to discuss the matter, and the correspondent of the *Chung Nghi San Po* reports that it was attended by over two hundred wealthy and influential persons.

TAOTAI LO-U-SAM, the President of the Chamber, who was voted to the chair, explained the situation, and stated that the gentry and merchants of Hunan were making a determined effort to recover for Chinese subjects the right and privilege of constructing this railway. The people of the Two Kwangs should unhesitatingly follow the guidance of the Hunan people, for the construction of the railway by foreigners would give the Chinese endless trouble.

TAOTAI CHENG TAO TSAI said it would be a great shame if they did not bestir themselves to regain these railway rights. The Hunan people were providing the capital for the greater part of the line, and they could easily increase their fund. Surely the Cantonese could find the capital for their smaller section of the line.

The meeting unanimously approved the movement, and Cheung Pat-shi, Vice-President of one of the Six Boards, and Governor of Taung-shui-chat, was appointed to interview Sieng Kung-po, the Director-General of Railways. It was resolved that telegrams should be despatched to Chang Chih-tung, Shen Tsuen-hsien and all the other officers belonging to the Province of Kwang-tun, asking their assistance. It was further resolved to send a telegram to the Government at Peking insisting that the transference of the railway concession to another power by the power which obtained the concession was an obvious breach of Art. 17 of the contract. Two influential and wealthy persons were appointed to canvass Canton in support of the movement.

CORRESPONDENCE.

A LOCAL TRADE GRIEVANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Some time ago the engineering shops in the Wan-chai district received warning from Government to cease carrying on a "noisy and noisome trade, to wit boiler-making, &c." within a given period which is now approaching maturity.

The effect of this is that several of the shops have already moved, and the others are preparing to follow so soon as their resources permit. Geo. Fenwick & Co., Ltd. (the oldest established and largest works on the island except Aberdeen Docks) are going to North Point: Fook Cheong & Co. remove to Hung-hom: The Tin Hing Co. to Hung-hom: Tong Sing to Yaumati: and the smaller works to various points on the mainland.

The cost of new buildings, transporting and re-erecting heavy machinery, and equipping new works, is very great; but if the noise and smoke had become a nuisance to the majority of the inhabitants of the neighbourhood I take it that the feelings or the pockets of the proprietors of the various concerns must not be considered: what I want to know, however, is this:—since the above decree was promulgated, newcomers have been allowed to construct boilers and tanks on pieces of waste ground and alley-

ways in this very district; and these people not only carry on their noisy trade but do it at a nominal or no rent, thus handicapping the legitimate businesses who have heavy Crown rent and taxes to meet.

A flagrant instance may be seen next to the Government store on Praya East; where not only are boilers constructed but matsheds have been put up, a privilege denied to the old establishments, who are compelled to erect non-inflammable roofs when they require temporary sheds.

It appears to be very unfair that the works which in the past have assisted in building up the Colony should be driven out, and interlopers not only be permitted, but allowed advantages not accorded to the first-named.—Yours truly,

FAIRPLAY.

Hongkong, Oct. 17.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

16th October.

There are still hopes of securing for the Portuguese the Canton-Macao Railway concession. Mr. P. Nolasco da Silva is leaving for Shanghai to-day to meet the Minister (Mr. Castello Branco) to procure the concession.

The Government has approved the plans submitted by Mr. Abreu Nunes for cleansing the harbour, so that vessels of 14 feet draft can come in, and this gentleman is coming back to Macao to superintend the work. The contract for the work will be made with a firm in Hongkong.

Capt. Vieira du Rocha is appointed to substitute Colonel Chedas (who left by s.s. *Manchuria* for Lisbon via America) as chief of the staff, although he still retains the appointment of "Procurador dos Negocios Sinicos," i.e. Magistrate for Chinese.

There was a great festivity in the Taipa to-day. The steam ferry was overcrowded with people, from 6 to 8 a.m.—to witness the religious festival and procession in the church there. Macao is the place for processions. Since June last we have had more than a dozen, and are promised ten consecutive processions in December next on account of the Jubilee of the Immaculate Conception.

TERRORISM IN KWANGTUNG.

[FROM OUR OWN CORRESPONDENT.]

CANTON, 17th October.

From what I have been able to learn during the course of the last month the state of Kwangtung province is at present very bad. From every quarter comes news of robbery by land and by water, blackmail, brigandage, battle and murder. In the S.W. a band of brigands 300 strong has been terrorising the people to such an extent that some villages have been deserted by them in favour of the larger towns. This state of affairs, though of course only temporary, could not be much worse. Yeung Kong is the favoured district.

From Tsungfa, in the Pun Yü district, Tai Leung, on the Chi Kong, and Loóngmoon on the East River, come reports of brigandage and piracy on a large scale, and these districts are far apart. In the Shun Tak district I am informed that a tax of one tael is raised on every mow of land by the local banditti.

The growth of the Triad Society is one of the most remarkable features of the past year. Their numbers have quadrupled—at least on the North River, where the local gentry, unable to get help from the officials, have been compelled to join them. Apparently the officials are quite unable to suppress this movement, although they resort occasionally to extreme measures, as lately on the North River, where two Buddhist priests were beheaded for allowing the Triads to meet in the precincts of their temple. This is a most unusual step to take, and it shows that the officials regard the state of affairs as serious.

Should the Triads and Kwangai rebels unite, a crisis might come, but this seems unlikely. The rebels are reported as having threatened Kwang Ning, a prefecture of Kwangtung bordering on Kwangsi. They defeated the Government troops on the border, but seem not to have taken advantage of their victory.

The fact is, that the rebels do not concert together, having no supreme leader. Their chief object is to obtain loot, and from all that can be learnt, they differ from the Triads in having no anti-dynastic hatred.

THE RECENT TRAGEDY AT CANTON.

Following is the text of the finding of the Board of Enquiry, formed to investigate the drowning of a ship's compradore who was thrown into a creek by, it was alleged, American sailors :—

CANTON, 17th October.

We, the undersigned, Wen Tsung-yao and Kao Erh-kien, Directors of the Bureau of Foreign Affairs; Shen Chuan-yi, Prefect of Kwang Chow Fu; Fu Yu-mai, Nam Hoi Magistrate; and F. D. Cheshire, United States Consul-General, Canton, after carefully weighing and considering the testimony adduced at the Court of Enquiry into the cause of death of the third compradore of the s.s. *Kansuh*, on the 26th day of September, 1904, have arrived at the following conclusions.

1. That the said compradore came to his death by drowning on the 26th of September 1904, by being thrown into the creek from the Western bridge of Shemeen.

2. That a great deal of the evidence is conflicting and merely hearsay, and we have not considered it of any value owing to its extrinsic weakness and its incompetency to satisfy the Court as to facts.

3. That the most direct and conclusive evidence is that of the soldiers and guards on duty at the bridge, who testified that they saw the act, and it shows that the deed was committed by sailors in American uniform. This direct evidence must not be overlooked, and the veracity of the witnesses is presumed in the absence of proof to the contrary.

4. That there is no proof of the identity of the actual person or persons who committed the deed.

5. That in our opinion continued efforts should be made to ascertain if possible the real culprits, who, in the event of their being found, and their guilt established, should be dealt with as provided by the laws of their country.

6. That in view of the sad circumstances surrounding this case, and the many precedents of indemnity having been paid by the Chinese Government for loss of life of foreigners, American citizens included, we recommend that steps be taken to properly indemnify the family of the deceased through representation by the United States Consul-General at Canton to the United States Minister at Peking for the consideration of his Government.

WEN TSUNG-YAO, Director of the Bureau of Foreign Affairs.

KAO ERH-KIEN, Director of the Bureau of Foreign Affairs.

SHEN CHUEN-YI, Prefect of Kwang Chow Fu.
FU YU-MAI, Nam Hoi Magistrate.

F. D. CHESHIRE, American Consul-General.

PIRATICAL ATTACK ON WEST RIVER STEAMERS.

NARROW ESCAPE OF A CAPTAIN.

On the morning of the 18th instant, when the s.s. *Pak Kong* (Captain A.N. Patrick) was coming down the West River to Hongkong she was fired upon from the bank on the farther side of Kongmoon. Between 20 and 30 shots were discharged at the vessel, and seeing that at that part of the river she has to keep very close in to the left shore from which the firing came it is wonderful that more shots did not take effect than did. As it was only one shot, so far as has been discovered, came aboard. It struck the pantry on the upper deck close beside Captain Patrick's quarters, penetrated the door of one locker, pierced another, and ultimately found a lodging-place in a wooden bulkhead inside. Captain Patrick was near by where the shot struck, and he had a most providential escape. That the firing was from the shore is almost certain, as the river channel at the point is very narrow and no junks or boats were to be seen about. Last night the *Pak Kong* made the journey again to

the West River, and on this occasion rifles and ammunition were taken in case of further assault.

Captain Lewington, of the West River boat *Hoi Ho*, reports that his vessel also was fired upon at the same place shortly after nine o'clock on Monday night. None of the shots took effect, though several were heard singing over the decks. According to the Customs officials this neighbourhood is infested with pirates, and it is supposed that these attacks upon the Hongkong boats were made because the Chinese pilots had failed to make their regular payments of blackmail to these blackguards.

It would be well if the Chinese Government sent a gunboat or two to patrol those parts of the river in which these outrages have occurred.

THE "BARON GORDON" ABANDONED.

The Douglas s.s. *Hailoong*, Capt. Charles Andrew Mutton, returned from Bombay Shoal on the 17th inst. She was, it will be remembered, chartered by a syndicate, headed by Sir Paul Chatr, to act as salvage ship for Mr. J. W. Jameson, the wrecker, who undertook the task of attempting to refloat the steamer *Aigincourt* and *Baron Gordon*. Bringing the *Aigincourt* safely to Hongkong was a splendid stroke of business. On this occasion, however, Mr. Jameson's journey was fruitless.

The *Hailoong* left Hongkong on the morning of the 6th inst., and arrived abreast of Lincoln Island on the 8th inst. Owing to the strong N.E. monsoon and heavy swell the ship was here brought to an anchor; and so remained till the 10th inst. On the 11th inst. Capt. Mutton brought his ship as close as was prudent to the shoal, and a boat, containing Capt. J. E. Watson (the salvage captain), Mr. J. G. Watson (the salvage mate), and Mr. Buchanan (the salvage chief engineer) put off into the surf. When about half a mile from the *Baron Gordon* a huge roller capsized the little craft. Luckily those in her were able to swim, and had plenty of strength. They hung on to the life lines propelling the boat along, after each successive roller by kicking out with their feet. They were very much fatigued on at last reaching the wreck. Luckily there was a rope's end hanging over the side; the men's strength was taxed to the utmost when they had to climb up this. Capt. Watson cheered them up and led the way. Once on board a signal was made to the *Hailoong* to let their comrades know that all was well—that was as far as their lives were concerned; the boat was smashed to pieces. The other men who went down to assist, in the salvage operations went off in boats next day—the boats being manned by Chinese sailors. Mr. Archibald Watson (the salvage second engineer), Capt. Crocker (late of the *Baron Gordon*), Mr. Boyd (late chief engineer of the *Baron Gordon*), and Mr. J. W. Jameson got off all right, but Mr. William Waters (the dynamite expert) had a very bad time. According to our informant they were several hours making little or no headway. Finally another boat armed with stimulants was sent to their assistance. The salvage men were comparatively comfortable, as they had a good cook, and there were plenty of stores on board. The *Hailoong* went to her anchorage at Lincoln Island.

Two days later Capt. Mutton returned, hoping to find Mr. Waters' dynamite doing good work on the coral. Mr. Jameson, however, after a very careful survey of the ship's hull, had reluctantly come to the conclusion that the task was hopeless.

It was impossible for the men to put off to the *Hailoong* that day, there being insufficient water on the reef, so Capt. Mutton again bid them *au revoir*. Next day the tide rose sufficiently for them to get away; and the *Hailoong* made a departure for Hongkong, with all safely on board, in the afternoon. She arrived here yesterday afternoon.

Mr. A. Gelewsky, chief clerk of the German Consulate at Shanghai, has been appointed secretary to the German Consulate at Chefoo, and left by the H.A.L. str. *Vorwärts* for that port to take up his new post.

BOXERISM AGAIN.

The *Peking Times* seems to think there is something in the new Boxer scare. In part, it says:—It is well to discuss and think out the Chinese situation without illusions and without romance. Not one of us but would like to further our reflections with the happy conceit that China was taught a lesson in 1900 which she is not likely to forget; and the assertion that this was indeed so is often heard on the lips of those who should be in a position to know and to give us the benefit of their knowledge and experience. But we venture to assert that the lesson which we in our great superiority of enlightenment essayed to teach her was as meaningless and futile as the music of a sweet song placed in the hands of a blind mute. If we want proof, let us glance at the Government circle. We find Na Tung still at the head of affairs; Chang Pei-hsi, who was refused by England as Minister to London; Pu Shan, P'u Ku, Chang Li, Shih Shu, Hsu Hui-li, and many others of the same ilk, all disciples of the old Conservative school, together with Lu Chuan-lin, Ch'en Pang-jui, Tai Hung-tze, Hsu Fu and others introduced in 1901 specially to inaugurate reformed government, but who have achieved nothing and may be counted as almost greater enemies to real advancement inasmuch as, if they were ever actuated by progressive aims, they must long since have joined the ranks of the men who "lost hope." Anyway these men representing the Government collectively do not justify the idea or the hope that China has "learnt her lesson." The Wai Wu Pu is the Tsungli Yamen by another name, the same old evil-smelling cancer, no new-budding rose; the Board of Punishments is still persecuting reformers; the modern Board of Commerce is devoting itself to heading off all Western enterprise and the real development of China; the Board of Education, started with a great fanfare of reform trumpets, is defunct; the Board of Revenue since Jung Lu's death has been run by his henchman Ch'ung Li we believe; and the Lien Ping Chu, the great new Board created to reform the army of the Empire, is engrossed in a deadly struggle against time, hoarding rifles, guns and silver—for what? For what, if not to prove that the vast conglomeration of ages, the colossal accumulation of an almost sublime egotism, was not even grazed, let alone destroyed, by the "two months' rebellion" of China's "over-sea vassals."

COOLIE TRANSPORT ASHORE.

NEARLY 3,000 COOLIES MAROONED.

Details are now to hand regarding the accident to the coolie-ship *Swanley* of London, which went ashore on the Natunas Islands. According to the Singapore Free Press, the *Swanley*, a vessel of 2,900 tons, arrived at Singapore on the 11th inst., leaking badly and with her pumps going. The *Swanley* left Ching Wang Tao on September 24 and touched at West Island, and all went well till the seventh of the present month, when she suddenly ran aground on an uncharted reef in the Natunas islands, rather to the south of the group. Every effort was made to get the ship off, but they were unavailing, and it was then decided to land the coolies. Of these there were 2,260 on board, and after the inevitable bother of getting the Chinese coolie to do what he is wanted to they were all got off safely. Provisions and supplies sufficient for a month were then sent ashore, and everything possible was done to make the enforced maroonment as easy as possible. There was one European lady and three children on board, and these the Captain decided to bring on. Two doctors, the coolie overseer, and the third officer of the *Swanley*, were left on the island to look after the coolies, a task they will probably find far from enviable. It was then found that probably owing to this extensive lightening of the ship, together with the influence of a high tide, the ship was coming off, and eventually on the 10th the ship was got off, being considerably damaged. So bad in fact was her condition that the Captain presumably did not deem it safe to bring the passengers, and the coolies were left behind with the before-mentioned European officers.

The *Swanley* reached Singapore safely and went into dock. It was expected that the steamer *Ascot* would be sent to take the coolies from the Natunas to Durban.

STRAITS CURRENCY QUESTION.

FIRST STEP TOWARDS FIXITY OF EXCHANGE.

At the last meeting of the Straits Legislative Council, held on the 1st inst., the Governor, Sir John Andeson, addressed the members on the subject of the Estimates for 1905. After referring to the falling-off in the revenue from the Spirit and Opium Farms—the result of the abatement allowed the Farmers consequent on their representations that either they must be granted a reduction in their rents or they would be obliged to give up business—he proceeded to deal with the various departmental votes. The estimated revenue of the Straits Settlements for 1905 is put at \$11,513,415, which is \$15,327 under the original estimate for 1904, although it exceeds the revised estimates for this year by \$805,365. A loss of \$900,000 is shown under the head of the Singapore and Penang Opium Farms. The estimated expenditure amounts to \$11,126,638, which is slightly under the expenditure estimated for this year.

With regard to the currency question, His Excellency remarked:—“The reminting of British and Mexican Dollars into Straits has been carried on continuously during the year. Thirty-three million one hundred and twenty-eight thousand eight hundred and seventy-four dollars have already been received from the Mint, and there are about \$2,200,000 to come, which will complete the re-minting operations. From the first of September last the British and Mexican Dollar ceased to be legal tender, so that, for the first time in the history of the Colony, we have a currency of our own. The prohibition of the export of Straits Dollars was withdrawn on the fifth of the same month, and these coins are now free to go wherever they are required by the trade of the Colony. The first important step has accordingly been taken towards fixity of exchange. It is impossible now to foretell the date at which a fixed ratio with gold can be determined or what that ratio will be. The future history of the value of silver can only be conjectured, and with the disturbing influences which now affect commerce and exchange, especially in the Far East, it would be unwise to be in any hurry to come to a decision on which the financial position of the Colony and of the Federated Malay States must greatly depend.”

In concluding, Sir John Anderson said that the fact of the Colony being in a position, despite the temporary depression, to spend out of revenue a sum of \$1,600,000 on railways alone, was proof of its financial strength, and he added that if he had to ask the Council during the coming year to authorize the Government to raise a loan for further large works required by their rapidly increasing trade and population, he had no doubt that the result would prove that their credit was inferior to that of no other part of His Majesty's Dominions.

A NEW BARRISTER.

In the Supreme Court on 18th inst. Hon. E. H. Sharp, K.C., Attorney-General, made a motion that Mr. H. G. Calthrop be admitted to the Hongkong Bar to practise as a barrister-at-law. His Lordship, he said, had the essential papers before him, and from these it would be seen that Mr. Calthrop had been admitted a student at the Inner Temple in 1888, and had been called to the Bar from there 13 years ago. Since that time Mr. Calthrop had practised for ten years in London and for about two years on the Gold Coast of West Africa. As his Lordship would see, Mr. Calthrop had had a longer experience than most gentlemen who were called to the Bar in Hongkong. He had great pleasure in moving the admission of Mr. Calthrop, and he was sure his Lordship would find all the papers in order.

His Lordship, Sir Henry S. Berkeley, Chief Justice, said he had read the papers and he had much pleasure in acceding to the motion of the Attorney-General that Mr. Calthrop be called to the Bar of Hongkong.

EXTENSION OF THE SHANGHAI SETTLEMENT.

Viceroy Li Hsing-jui has wired Taotai Pan, the Director General of the Shanghai-Nanking Railway, that the Shanghai-Nanking Railway is to join with the Shanghai Station (of the Woosung-Shanghai Railway) and the land along the railway is contiguous with the American Settlement, and in case of any scheme of further extension of the settlement the land along the railway would be much interfered with by foreigners. Therefore the Viceroy, in consultation with Governor Tuan Fang of Kiangsu, had already wired on the matter to the Waiwupu and now a reply has been telegraphically made by the said Board. According to instructions received the extension of the settlement shall be voluntarily made by China before any demand for such by Foreign Powers has been made and the land along the railway line shall be opened for foreign trade.

The matter has been investigated by Lu Hsuan and Wu Ting-fang and the same suggestions had already been made by them to open a settlement under Chinese control. Such opening of a settlement is entrusted to the Viceroy at Nanking. The Director General of the Shanghai-Nanking Railway is requested to consult on the matter with the local gentry regarding in what manner and to what extent such a settlement can be opened, etc.—*Universal Gazette*.

SHANGHAI-WOOSUNG RAILWAY.

With the simplest formality possible, the control of the Shanghai-Woosung Railway was on October 9th taken over from the Chinese Imperial Railway Administration and vested in the Board of Commissioners of the Shanghai-Nanking Railway. A special train left Shanghai at 9.10 a.m. for Woosung, carrying the following members of the Board: Taotais Chu Pao-fay and Shéu Tun-ho, Mr. D. Landale (of Messrs. Jardine, Matheson & Co.), Mr. J. D. Smart (of the Hongkong and Shanghai Bank), and Mr. A. H. Collinson (Engineer-in-Chief). At Woosung these gentlemen were met by Mr. Chun Oi-ting, the manager under the old administration, and by him the formal delivery of the railway was made. We learn that with the exception of Mr. Chun Oi-ting and one other high Chinese official, who have both received fresh appointments, the Commissioners have taken over the whole staff of the line, and for the present at all events the change of management will be more real than apparent. In this connection it may be mentioned that it is hoped that H.E. Sheng Kung-pao will be sufficiently recovered from his indisposition to cut the first sod of the new railway very shortly.—*N.-C. Daily News*.

PROPERTY SALES.

On the 17th inst. Mr. George P. Lammert, acting under orders of the mortgagee (Mr. F. P. d'Almada e Castro, solicitor for the vendor), sold by public auction the leasehold property known as No. 5, Bonham Strand. The property was knocked down Mr. A. Razaak for \$43,100. The premises are held for the residue of the term of 999 years, granted by an Indenture of Crown Lease dated August, 1874, subject to an annual Crown Rent of \$18.00, being a proportion of the rent, and to the covenants and conditions contained in the lease.

The Public Works Department offered for sale one lot of Crown Land, adjoining Inland lot No. 1,699 on lease for a term of 75 years, commencing on the 4th February, 1901, with the option of renewal at a Crown rent to be hereafter fixed for a further period of 75 years. The land in question is registered as Lot No. 1,726, situated in Peak Road, containing in all 2,400 square feet, and subject to an annual Crown rent of \$16. The upset price was \$600, and the property was acquired by the Humphreys Estate and Finance Company, Limited, in the absence of competition, for \$620.

A VISITOR'S IMPRESSIONS OF HONGKONG.

The *Bangkok Times* of the 5th inst. contains a contribution headed “Sidelights on the Chinaman,” being the result of observations made by a visitor to Hongkong. We take from it the following paragraph:—At the summit of the peak new buildings are in course of erection, and to those buildings quantities of material must be taken daily. Far up the mountain-side are things like ants moving slowly up the track. Should you rise early enough in the morning you would be able to see the long procession start, the procession of which those ants far up form part. Until you become accustomed to the sight the track to the summit is naught but a long sinuous ladder of pain. Each toiler for the daily ascent starts at the bottom with two loads. Let us say the loads are made up of bricks. One load consists of two portions, twenty bricks in each. The coolie bends, hitches twenty bricks on at either end of the pole, balances the pole carefully, and then starts off at a jog-trot on his six-hours' task. After ascending thirty yards he comes back for the other portion of the load, and carries it up to the first. In this manner he will take his eighty bricks to the summit. He will do this in the blazing heat of the day, when it is most too hot for a white man to stand erect. Old men of seventy to boys of fourteen and old women and young girls labour on this ladder of pain. There are men who will laugh when you suggest that the work savours of slavery, but these men don't happen to carry bricks up the mountain side of Hongkong—they ride up in the cable car. Still it must be admitted that long procession seems contented with its lot, the reason given being that it enables the coolie to sweat a few cents out of the contractor to enable him to do his little gamble in the evening. When you have seen the work done, and studied the methods of conveying material to the heights of Hongkong you realise for the first time that the building of the pyramids was a simple affair after all, and you also arrive at the conclusion that Chinamen must have had the contract.

EUROPEAN CONSTABLE STABBED.

There was quite a scene in Wyndham Street recently. It appears that while Constable Ryan was walking in the direction of Lower Albert Road an Indian rushed at him, and, almost before he was aware of his presence, made a slash at him with a sword. The blow fortunately did not strike him fairly on the head, but instead caught the base of his helmet at the back. Even after striking the helmet, however, there was still sufficient force left to send the blade of the sword into the flesh at the back of the constable's neck and fell him to the ground. The assailant made off along Lower Albert Road, but an Indian police sergeant gave chase, and succeeded in capturing him before he had gone very far. Constable Ryan was sent to the Government Civil Hospital to have the wound attended to; it was not very serious. The Indian on being examined by a medical man was pronounced by be of sound mind. The man was subsequently charged at the Magistracy with inflicting grievous bodily harm on the Constable. The case was remanded.

The Chinese-owned s.s. *Hong Moh*, running between Amoy and the Straits, arrived from Singapore on the 17th inst. On her last voyage from Amoy to Singapore Capt. Dawson had an inkling that there was illicit opium on board, and promptly instituted a search. As a result 100 tins of the drug, valued at about \$2,500, concealed in various parts of the vessel, came to light. At Singapore he informed the authorities. Searchers were sent on board, and another 46 tins were discovered. The ship was thereupon seized, and only released on her owners putting up bail in the sum of \$150,000. Considering Capt. Dawson's action in the matter it seems certain that the bail will in due course be returned. The *Hong Moh* on arriving here had about 3,000 tons of cargo on board and 1,395 Chinese passengers. Her local agents are the *Jeo Tek Seng Hong*.

HONGKONG.

The only case of communicable disease recorded in Hongkong last week was a Chinese case of enteric fever, imported from Manila.

Major J. J. O'B. Sexton of the 11th Mahratta Infantry is now in charge of the camp of interned Russians at Kowloon.

Mr. R. A. Harding, who recently arrived from England, where he was in practice as a Solicitor and Commissioner for Oaths, was on the 18th inst. admitted by the Chief Justice as a Solicitor and Proctor of the Supreme Court of Hongkong.

The Hongkong Volunteer force has been augmented by the addition of Messrs E. F. Aucott, F. C. Hall, J. W. Bains, P. Ryan, H. C. Gray, and A. A. Park. Gunner T. C. Gray resigned. Mr. C. D. Melbourne is gazetted as a recruit of the Volunteer Troop.

On the 15th inst. it was reported that on the previous afternoon while a coolie was working in a sump, connected with the new dock at Quarry Bay, at a depth of over 30 feet below ground level, a piece of timber fell on his head and smashed his skull. Death followed immediately.

Admiral von Prittwitz of the German flagship *Hansa* came ashore on the 15th inst. to pay formal official calls and was received by a guard of honour of the Sherwood Foresters at Blake Pier. Consul-General Kruger accompanied the Admiral during his stay on shore.

Of late the conservancy contractor's dust-boat men have been committing few if any nuisances by throwing rubbish into the Harbour. The many prosecutions, resulting in heavy fines had a healthy effect; and now an Indian watch man is employed at Gu Drinker's Bay to see that the boatmen deposit the rubbish at the ash heap. It is noticeable, though, that the boatmen are in the habit of picking verminous rags, dirty matting, old tin cans, and other refuse from the rubbish, and bringing them back to Hongkong—the very things likely to carry plague germ.

The Tsung Yeung Festival, the next festival in importance to the Ching Ming or Tombs Festival, was celebrated on the 17th inst. The legendary story of the festival relates that hundreds of years ago a certain man was warned by a god to flee into the mountains to escape a dire calamity which would occur in his house. He paid heed to the warning, and when he descended from the mountains he found that every living creature who had remained in the house had died. Ever since that event people on the 9th day of the 9th moon have gone up into the nearest mountains. In Hongkong crowds on Monday went up to the Peak. The festival is sometimes called a "Kite-flying Festival" because in olden times many people flew kites from the mountain tops, and as they cut the strings they comforted themselves with the belief that the kites would bear away in the breeze all the human ills from which they asked deliverance.

Two venturesome local journalists who went out sailing in a small canoe on the 16th inst. despite the choppy state of the Harbour, met with disaster. Starting from Ah King's slip, they managed to run before the monsoon with ease as far as Stonecutter's Island. On the voyage back, however, they got into difficulties. In beating across the port they had to encounter beam seas which came aboard and nearly swamped the craft. The two yachtsmen were successful in getting their boat back into the Harbour proper up to about opposite Blue Buildings, at which point a squall struck the canoe and she heeled over and capsized. Both men were thrown into the water. One swam after the seats, boxes, etc., which had been set awash, and after a while the two of them managed to climb on to the keel. Several boats in the neighbourhood came to their relief and they were picked up and their boat righted, after which it was towed to Blake Pier by the Chinese Club launch, which happened to be passing at the time. The yachtsmen lost only their footgear. On arriving at Blake Pier they had to make the best of their way to a near-at-hand hotel in their barefooted and besodden condition to get a change of clothes. Both were able to attend to their work on the following day, which says a lot for V.R.C. training.

At about seven o'clock last evening fire broke out on the third floor of No. 71, Bonham Stand, a Chinese bank. The Brigade, under Mr. E. R. Hallifax, turned out promptly, and the fire was confined to the third floor, which was burned out. The premises were insured with the Hip On Co. for \$2,000.

On the 18th inst. while the Attorney-General was addressing the Court in the first case, in the Criminal Sessions, an old Indian, apparently under the influence of liquor, eluded the vigilance of the Court officials, and approaching the Bench saluted his Lordship and attempted to address the Court. Of course he was hustled out immediately. It appears that the old man had a personal interest in the accused man (an Indian), and he appeared in Court with the idea of paying a solicitor for conducting the defence. His action constituted contempt of court, and he will in all likelihood be called upon to appear at the Police Court to-day on the charge.

A slight accident occurred this week on the Peak Tramway. As the 9.30 down tram was descending just above the signalman's station, a chain broke, releasing the rear brake, which fell automatically, and gripping the rail stopped the car. As it was doubtful how long they might be detained for necessary repairs, the passengers alighted and picked their way down the track by means of the steps quite recently made at the edge, thus reaching Bowen Road. The defect was soon made good and the cars were running again within half an hour after the accident. No alarm was excited but rather a feeling of assurance created by the instant action of the brake. No one was, we understand, a penny the worse for the enforced walk, but some of those who took it have expressed the hope that they may not have to try those steps again.

On the 17th inst. a pleasant function took place in the mess room of the Naval Yard Extension staff. The meeting was got up to bid farewell to Mr. F. T. Colson, C.E., to whom the staff as a mark of their respect presented a silver ink-stand. Mr. J. Robson, of the Admiralty staff, made the presentation, and Mr. J. A. Macgregor ably fulfilled the duties of chairman. In his remarks Mr. Macgregor expressed the regret of all the staff that Mr. Colson should be departing, as he was a gentleman held in high esteem by all the staff of not only Messrs. Puchard, Lowther & Co., but of the Admiralty branch of the Naval Yard. Mr. Colson replied in felicitous terms.

A general meeting of members of the Masonic Quadrille Club was held at the Masonic Hall banqueting room on the 19th inst. The following members were elected to fill the various offices: Wor. Bro. H. W. Wolfe (president), Bro. A. P. Goodwin (hon. secretary), Bro. W. H. E. Smith (hon. treasurer), and Bros. Stokes, Summers, Swaby, Rouse, Setna and Tucker (general committee). The first dance of the season will be held on the 7th of November, commencing at 9 p.m., and finishing 1 a.m. Tickets for admission will be 5s for the months of November, December and January; the other half season will be the ensuing three months. Non-masons are not eligible for membership, nor can they be invited to the dances as guests.

Mr. F. W. Warre, son of the headmaster of Eton, and formerly a "Blue" gave a very interesting lecture last evening on "Rowing" to a fair attendance of members of the Victoria Recreation Club. Mr. Arthur Chapman, chairman of the Club, presided. Mr. Warre said he was well aware that the conditions in Hongkong Harbour—where the water was made choppy by the wind, tides, and the backwash of launches, junks etc.—were quite different to the conditions on the Thames, but the principles to be observed were the same. He regarded the V.R.C. four-oar boats as too heavy; the oars, also, were several inches too long. To lighten the boats they might have the sides altered; the keels and ribs, however, should be kept very strong. Carval boats offered least friction, and in this same respect varnish was better than paint. Mr. Warre explained the art of rowing, and indicated the faults to be guarded against. At the conclusion Mr. Warre was cordially thanked for his lecture on the motion of Mr. G. A. Caldwell.

In the Supreme Court on the 18th inst. during the hearing of the first case in the Criminal Sessions there were present with his Lordship Sir Henry Berkeley on the Bench the French Vice-Admiral Bayle from the *Montcalm*, accompanied by Flag Lieutenant They and Mons. G. Liebert, French Consul-General, their object being to see how justice is administered and criminal cases conducted in British courts of law.

A rather serious accident occurred in the harbour shortly after sunset on the 18th inst. when a steam launch collided with a sampan which was conveying several European passengers from the steamer *Kwang Seng* to the wharf. There were seven people on the sampan, including two children, one of whom was only a few months old. The sampan was under sail at the time, and although the steam launch was seen approaching it was thought the danger of a collision would be avoided by the steersman of the launch. Unfortunately the launch held on its way and struck the sampan sideways. The sampan capsized, and all the occupants were thrown into the water. Fears were entertained that the children would be drowned, but the European passengers pluckily swam to their rescue and held them until the launch picked them up. The Europeans returned to the *Kwang Seng* for a change of raiment little the worse for their ducking. One of the passengers, however, lost a pocket book containing a considerable sum of money, besides his ticket to Shanghai, whence he was proceeding. It is understood that the matter has been reported to the Harbour Master.

FAR EASTERN ITEMS.

Captain von Semmern has been appointed acting governor of Kiaochou in the place of the present Governor Truppel, who is going on leave.

H.B.M. Minister at Peking, accompanied by Admiral Sir G. H. U. Noel, K.C.B., had an audience at the Imperial Palace with the Empress-Dowager and the Emperor on the 10th inst. There was a large suite present, and the interview occupied nearly an hour.

It is announced in the *London Gazette* that the King has been pleased to appoint Mr. Frederick S. A. Bourne (Assistant Judge of His Majesty's Supreme Court for China and Corea), to be also Judge of His Majesty's High Court of Weihaiwei.

The next ship to be despatched with coolies to South Africa is the *Sikh* (Captain J. Rowley). She has accommodation for nearly 2,000 coolies, and is expected to be ready for sea in about ten days' time, when her outfitting at the Kowloon Docks should have been completed.

It is notified that His Excellency the Governor has given directions for the rescission of the Proclamation No. 4 of 1904, declaring Tainan-fu and Anping in Formosa to be ports or places at which an infectious or contagious disease prevails, and that the same is now rescinded.

Decorations have been conferred by the Emperor of Japan on the Chinese officials who were engaged in the revision of the Commercial Treaty between Japan and China. The Fifth Order of the Rising Sun has also been conferred on Mr. H. R. Wade, 1st assistant of the Imperial Maritime Customs at Shanghai.

A writer in the *Daily Chronicle* dealing with the shipping statistics of Britain for 1902 says:—Of the ports of the United Kingdom London holds the first place for imports, and Cardiff for exports, so far as quantity of shipping goes. Liverpool comes next in both trades, followed by the Tyne ports, Hull, and Glasgow. In quantity of shipping some of the Continental ports, New York and Hongkong, are pressing upon our chief ports very hard. In 1902 London was the first of ports, but Antwerp and Hamburg were before Liverpool, and so were New York and Hongkong. Perhaps the chief expansion in tonnage of shipping in the world is shown by Hongkong and Singapore, and both are ports in the British possessions. Hongkong in 1902 did 16.4, while New York only did 17.3 millions of tons. Of the total Suez Canal trade 10.2 millions were British out of 16.6 millions of tons, or five tons out of every eight were carried in British vessels.

Dr. Miller of Kobe has been recently married at San Francisco to a lady whom he met while touring with his partner, Dr. Thornicroft, in New Zealand. Dr. Miller, who has resided for fifteen years in Kobe, is known to many residents in China, who will associate themselves with the congratulations telegraphed to him from Kobe.

Mr. J. Moore, who is well known in Tientsin and Peking, has, we regret to learn, met with a very sad accident. It appears that, while crossing the railway line at Chinwangtao, he slipped and a truck passed over his ankle. It is stated that amputation was necessary. Mr. Moore recently joined the Coolie Syndicate.

The inquest on the body of the Chinese sampan man alleged to have been kicked to death by River Police Constable Muntz at Shanghai was held on the 14th inst. An open verdict was arrived at, to the effect that the boatman had been eating something which did not agree with him. A sudden blow may have caused a disturbance of the food and brought about a collapse. There were no marks to show where a blow was struck.

The provincial authorities at Nanking have decided to erect a modern mint for coining ten-cent pieces in the Kiangnan Arsenal compound, and the Director, Taotai Wei, has ordered the changing of the old cartridge factory building into the proposed new mint. The *N.C. Daily News* understands that the machinery ordered from abroad is on its way to Shanghai and it is expected that work in the new mint will commence early next spring.

The *Japan Gazette* stated that the interment of the late Lafcadio Hearn was to take place at the Zoshigaya Cemetery. There were many wreaths, among them being one of laurel with the following inscription:—"Presented to the memory of the late Professor Lafcadio Hearn, whose pen was mightier than the sword of the victorious nation which he loved and lived among, and whose highest honour it shall ever be to have given him citizenship, and alas! a grave.—From his former students."

The news is confirmed that the Japanese Government estimate of the war expenditure for next year will amount to seven hundred million yen. According to the *Chugai Shogyo Shimpo*, five hundred millions of this amount will be raised by issuing new loans. This will leave two hundred millions to be raised either by the increased revenue from the taxes imposed this year, or by fresh taxes to be imposed at the next meeting of the Diet. This year's additional taxation is expected to yield only seventy-five millions, from which must be deducted the interest to be paid on loans already raised, calculated at thirty millions. The result would seem to show that the Government will have to propose additional taxation at the next meeting of the Diet to bring in about a hundred and fifty million yen in addition to the new taxation of this year, unless the working of the year should show that there is a considerable surplus over the ordinary expenditure for the current fiscal year. Under any circumstances the prospect for the tax-payer is not very rosy. —*Kobe Chronicle*.

The C.N. steamer *Chehan* arrived at Shanghai on the 11th inst. from Tientsin, Chefoo and Tsintau, after an exciting voyage from the Northern ports. Captain Hunter reports that at 7 p.m. on the 5th inst., when the ship was 86 miles S.E. of the Taku Bar, a searchlight began playing on the ship at intervals; she was then about two miles ahead of some ships showing lights. At 7.40 p.m. the searchlight was constantly playing on the ship; suddenly a projectile landed about forty feet off the port beam; half a minute later another projectile landed right astern of the ship about twenty feet distant, raising a column of water high in the air. At 7.55 p.m. the ship was boarded by a Japanese naval officer, who proceeded to examine the ship's papers. He said that his ship had fired two blank shots at the ship to which no attention was paid. When he was told that the so-called blank shots had neither been seen nor heard he smiled, and when he was informed how close the solid shots had come to the ship he chuckled, the *Mercury* says, "with satisfaction." The officer acted in a very polite manner and said that the name of his ship was the *Suma*. The search was concluded and the *Chehan* proceeded on her voyage at 8.45 p.m.

The membership of the St. Andrew's Society at Shanghai is 702.

A French sailor who stabbed a stoker of H.M.S. *Bramble* on the 2nd instant on the roadway outside the "Bar" of all Nations, at Shanghai, believing that he had been "given away" at the inquest on the 4th and 5th by his companions, has made a full confession, and have been accordingly taken into custody on the capital offence.

The experiments by Captain Rost in connection with leprosy are reported to be progressing favourably. There are about one hundred cases all over Burmah in which his method is being tried. Of these sixteen are under his personal observation in the Rangoon General Hospital, six being Europeans and Eurasians and ten Burmans and natives of India. Two European patients have come from Calcutta to be treated. The patients are all progressing, and within a few months it is hoped they will be quite cured. The preparation for injection is being daily supplied to India, Japan, Canada, America, Barbadoes and to many other parts of the world. During the past twelve months Captain Rost has devoted all his leisure time to the work, and it is earnestly to be hoped that his labours will be crowned with success.

The *Kobe Chronicle* says: We recently referred to the extraordinary charge made against Count Matsugata and Count Inouye by such an important journal as the *Nichi-Nichi*, which charged the two Elder Statesmen with using funds collected for the relief of the families of soldiers for reorganizing the affairs of the One Hundred and Thirtieth Bank. The *Nichi-Nichi* is under the control of Baron Ito Miyaji (formerly Minister for Agriculture and Commerce, and now Privy Councillor), and naturally the two Elder Statesmen are very indignant that such a serious charge should be made against them by a journal of influence known to be the mouthpiece of a statesman formerly holding high office. It is now reported that Count Matsugata and Count Inouye have addressed a letter to Baron Ito, informing him that henceforth they will sever all intercourse with a man who can make himself responsible for such a charge against them without any explanation. Baron Ito, who, though no relation of Marquis Ito, reached his present position owing to his being a protégé of the veteran statesman, is said to have applied to Marquis Ito asking him to use his influence to bring about a reconciliation. The *Nichi-Nichi* does not seem to have withdrawn the offensive remark, however, though it might have been expected that this would have been the first step towards an understanding.

The *Yorōzu Chuo*, a Japanese journal not always so reliable as it might be, says:—It really looks as if Providence is on the side of our country in the present war with Russia. For, not only our arms have continued to win victory both on land and sea, but the crop of rice in Japan has also been unusually fruitful this year. In fact such a rich crop has never been obtained within recent years. It scarcely needs be said that this unusual good luck has relieved in a great degree the financial difficulty which our country has to deal with in consequence of the war. Thanks to this, the state of our finances is not so bad as that of Russia, where the crop was unusually bad this year, and there is a grave fear that famine will visit the country. Japan's good luck, however, is not confined to the yield of rice. A very rich and extensive gold-field has recently been discovered in the prefecture of Iwate at Kesen. The Government sent some mining experts to the auriferous district for the purpose of having it investigated. They have just finished the survey of one-quarter of the gold-field and submitted to their superiors a report of their work. According to it, the field contains the precious metal in great abundance, so much so that it is estimated that gold worth yen 1,000,000,000 can be taken only from the one-quarter of the field already investigated. The other parts are also considered to be equally rich, so that yen 4,000,000,000 can be raised from that gold-field alone. Provided with the funds thus obtainable, Japan can continue the war for years with absolute confidence.

The American flagship *Wisconsin*, with Rear-Admiral Sterling on board, has been paying a visit to Nanking. The Admiral extended an invitation to the whole community to visit the flagship.

TRADE ITEMS.

It is reported that the Nippon Yusen Kaisha has arranged to re-open its Bombay service, which was suspended on the outbreak of hostilities, by the middle of November.

The *Nagasaki Press* reports that the Japan Ocean Whaling Company, Ltd., of Shimenoseki, has been granted the use of the three captured Russian whaling vessels, viz., the *Nicholas Alexander*, and *Rex*.

Many mines are worked within a few miles of Yentai, and it is supposed the Russians have invested some millions of yen in the collieries thereabouts. The Yentai colliery works have fallen into the hands of the Japanese almost intact, although the mine itself has been flooded. The coal produced there is said to be equal to the best grade of the second quality of Chikuzen coal.

The Board of Commerce asks permission to appoint Taotai Chang Chen-hsen, lately managing director of the Yuen-Han trunk line, as agent and general manager of the proposed national bank of China. He is a wealthy merchant of Singapore and is believed to be capable of raising the necessary capital, namely Tls. 4,000,000. It is believed Imperial sanction has been given for the appointment.—*Peking Official Gazette*.

The President of the Board of Commerce has memorialized regarding sanction given a Chinese merchant, Shig Lu-Chin, second class secretary of the Board of Punishments, to establish an Electric Light Company with Chinese capital only in order to light the streets of Peking. The company will have its offices in the Chien-men and the plant will be ordered from European countries. The promoter is allowed six months in which to form this company, and if it is not formed at the end of that time the mission will be given to another Chinese merchant.

The Manchester Chamber of Commerce in a letter to the Foreign Office last month expressed a hope that in view of the importance to Manchester of the subject of trade marks regulations for China, no conclusive arrangements would be made until the Chambers of Commerce had been given an opportunity of expressing an opinion on matters of detail. It should be noted that the regulations which are to come into force on the 23rd inst. are only "Experimental Regulations" which are subject to revision when circumstances prove the necessity therefor.

A correspondent of *L'Indo-Chinois*, writing from Hochow on the commercial importance of Louitcheou, four hours' steam from Quangtcheou-wan, says the town is in direct communication with Hongkong, Macao and other places, and steamers of considerable size flying the English, Portuguese and Chinese flags make regular voyages between that port and Canton. For some time, the correspondent says, the firm of P. Lemaire & Co. of Hongkong, sent the steamer *Paul Doumer* there, and it entered advantageously into the competition, but "one fine morning," the Chinese pursued and fired on the ship, which sought a timely refuge in the waters of Quangtcheou-wan. At the same time the Portuguese steamer *Macao* and some English vessels continued their voyages without the slightest molestation. The reason of the prohibition given by the Viceroy of Canton was that Louitcheou was not an open port. But why tolerate the Portuguese and English? asks the correspondent, who complains of the inertia of the Consuls in the matter. He adds the report that in the case mentioned the Consul did make a claim on the Chinese authorities, who replied that they had the right to open or close their ports as they pleased. The correspondent concludes by urging that this place by reason of its situation between Quangtcheou-wan and Tonkin should be under the effective influence of France.

COMMERCIAL.

TEA.

No business has been reported since the 5th inst., at Hankow.

The following were the Statistics on October, 12th compared with the corresponding date last season, viz.,

	1904.	1903.
HANKOW TEA.	1-Chests.	1-Chests.
Settlements...	583,841	536,233
Shipments to Shanghai on Native account ...	34,604	25,577
Stock ...	3,000	23,360
Arrivals ...	621,455	585,179

	1904.	1903.
KIUKIANG TEA.	1-Chests.	1-Chests.
Settlements...	195,538	190,682
Shipments to Shanghai on Native account ...	18,087	13,017
Stock ...	nil.	793
Arrivals ...	213,575	204,492

The export to 8th instant, as per Customs Returns stands thus:—

Re-exports. Season 1904 x 1903... 44,875,712 lbs... 13,153,539 lbs.

SILK.

CANTON, 8th October, 1904.—Long reels.—At the beginning of the fortnight, some merchants, pressed by tight money, made small concessions for ready cargo in order to realize. But, in spite of those spot bargains, the market remains very firm for futures, and holders are unwilling to sell to arrive except at an advance. A general good demand from every quarter took place in all grades, and over 1,600 bales were bought on the basis of, or at slightly under, the quotations of that date. *The 9/11 and 10/12, and the Natives* were, and are still, most wanted at full prices, but they are exceedingly scarce. From the sales made in different crops we quote:—Filatures Sun Yee Lun 11/13 (@ \$850; King Seng 13/15 (@ \$855; Wing Shing Lun 11/13 @ \$850; King Wo Cheong 18/22 (@ \$740; Yu Ye Lun 26/30 (@ \$735; Yee Wo Lun 11/13-13/15-14/18 (@ \$745. Short-reels.—The buoyancy in the European demand has not been reflected from America. Buyers refuse to go on except at lower prices. On our side \$860 has been paid for Hau King Lun 14/15 5th crop. Waste Silk.—An easier tone, especially for spot Waste, has resulted in some further business. While the "Extra Selected Opened" and "Market Extra No. 3" are rather cheap, the "Extra Extra Opened" is maintained at a comparatively firm rate. Pierced Cocoons, Gum Waste, and Punjum Books for the European market are rather neglected.

* By "Market Cargo" or "Natives" we mean "Best me ordre" and "3me ordre."

SUGAR.

HONGKONG, 21st Oct.—Some demands having come forward, the prices are advancing.

Shekloong, No. 1, White.....	\$8.35 to \$8.40	pcls.
Do. " 2, White.....	7.45 to 7.50	"
Do. " 1, Brown.....	5.95 to 6.00	"
Do. " 2, Brown.....	5.85 to 5.90	"
Swatow, No. 1, White.....	8.35 to 8.40	"
Do. " 2, White.....	7.40 to 7.45	"
Do. " 1, Brown.....	5.80 to 5.85	"
Do. " 2, Brown.....	5.60 to 5.65	"
Foochow Sugar Candy	12.45 to 12.50	"
Shekloong	10.50 to 10.55	"

RICE.

HONGKONG, 21st Oct.—The prices are declining, market being dull.

Saigon, Ordinary.....	\$2.25 to \$2.30
" Round, good quality	2.30 to 2.35
" Long	3.60 to 3.65
Siam, Field mill cleaned, No. 2	2.30 to 2.35
" Garden, " No. 1	3.40 to 3.45
White,	3.80 to 3.85
Fine Cargo	4.00 to 4.05

OPIUM.

HONGKONG, 20th October.—Quotations are:—

Allowance net to 1 catty.	
Malwa New	\$1070 to \$1100
Malwa Old	\$1140 to \$1160
Malwa Older	\$1230 to \$1250
Malwa V. Old.....	\$1270 to \$1300
Persian fine quality	\$880 to — do.
Persian extra fine	\$900 to — do.
Patna New	\$1182 to — per chest.
Patna Old	\$ — to — do.
Benares New	\$1080 to — do.
Benares Old	\$1080 to — do.

HONGKONG, 20th October, 1904.—Since the 22nd ultimo the movements in the various Opium markets have been as follows:—

	Malwa. Patna. Benares. Persian.
Stocks as per circular of 10th October, 1904.	869 2,430 1,646 1,978
Oct. 8th Imports per Coromandel	370 194 117 109
Oct. 11th " Lightning	95 15
Oct. 14th " Kun Sung	903 463

Less Exports to Shanghai	1,239 3,592 2,247 2,087
Less Exports to East and West Coast Ports including Local Consumption for the fortnight	48 448 98 182 730 364 131
Estimated Stocks this day ..	1,069 2,414 1,781 1,956

Bengal.—The market has been very active and a large business has taken place. Deliveries have been very satisfactory. Closing quotations are \$1,132 for Patna and \$1,080 for Benares.

Malwa.—A good demand has existed, but the market is quiet at the close.

Quotations are:	
New	\$1,070/1,100
2 years old	\$1,140/1,160
3 " "	\$1,180/1,200
4 5 " "	\$1,240/1,260
Oldest	\$1,280/1,300

Persian.—Prices for good quality are \$20/860.

COAL.

Messrs. Hughes and Hough, in their coal report of to-day's date, state that twelve steamers are expected at Hongkong with a total of 22,600 tons of Japan coal and 30,800 tons of Cardiff coal. Since 9th October 9,000 tons of Japan coal, and 6,000 tons of Welsh coal have arrived, nearly The market is dull with small sales of Japanese. Quotations:—

Cardiff	\$18.00 ex-ship.
Australian	\$11.00 ex-ship.

Yubari Lump	\$12.00 ex-ship, nominal
Miki Lump	\$10.00 ex-ship, nominal

Moji Lump	\$6.50 to 10.00 ex-ship, steady
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COTTON.

HONGKONG, 21st Oct.:—Market quiet, with prices easier. Stock about 300 bales.

Bombay 28.00 to 30.00 per pel. |

Bengal (New), Rangoon } 30.00 to 32.00

and Dacca " |

Shanghai and Japanese 32.00 to 33.00 |

Tungchow and Ningpo 32.00 to 33.00 |

Reported sales 50 bales.

YARN.

Mr. Eduljee in his report, dated Hongkong, 21st October, says:—There has been more disposition to do business on the part of dealers, and during the past fortnight a fair enquiry has been experienced at low rates, the chief feature being the almost exclusive run on No. 10s and 12s to the neglect of the higher counts. No general business has been done, as the prices offered are out of all proportion to the ideas of holders, but here and there small retail lots of favourite chocks for more or less long delivery have been sold to encourage demand. Prices have further receded one to two Dollars per bale and still no abatement in the downward course is apparent; holders are anxious sellers and sales are being vigorously pressed.

Local Manufacture:—The productions of the local mill in courser and heavier threads would appear to be in much favour with the dealers, for as high as \$115 per bale has been paid for a lot of 50 bales No. 8s. In other counts a decline of \$1 per bale has to be noted and sales of 550 bales No. 10s at \$117 and of 200 bales No. 12s at \$119 are reported.

Japanese Yarn:—Continues strong and the only business of the fortnight comprise 300 bales No. 20s. at from \$134 to \$137 per bale.

Raw Cotton:—New Bengals will be on the market in about a fortnight or three weeks. Out of the meagre stock of 550 bales sold Indian cotton, a parcel of 73 bales superfine Bengal has been purchased by the local mill at \$30. In China kinds only about 175 bales Thoongehow are reported sold at \$32 to \$32. Unsold stock 500 bales. Quotations are Indian \$28 to \$31, and China \$31 to \$32.

Exchange on India closes to-day at Rs. 137 for T/T and Rs. 137½ for post. On Shanghai 71½ and on Yokohama 90½.

The undenoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 7th instant, viz.:—

Indian:—A good demand continues to be experienced for the Northern Ports and despite a decidedly dull enquiry for the River close upon 10,000 bales have changed hands at steady to firm prices.

Japanese:—The decline in China Cotton has had a weakening effect on those spinnings, sales reported being about 1,000 bales on the basis of Tls. 92 to 99 for No. 16s, and Tls. 98 to 103 for No. 20s, prices showing a decline of one to two taels.

Local:—The cheapness of cotton has enabled the mills to make further contracts, the settlements of the fortnight amounting to 9,500 bales on the basis of Tls. 88½ for No. 10s, Tls. 91 for No. 12s, Tls. 89 to 92 for No. 14s, and Tls. 92 to 24 for No. 16s.

HONGKONG QUOTATIONS.

HONGKONG, 21st October, 1904	
Beans	\$3½ (@

quotations in Liverpool have risen, Mid-American to 5.68d. and Egyptian to 7 $\frac{1}{2}$. The Export for the last two weeks to China was 14,000,000 yards. With regard to our remarks last week, about the excessive figures for Yarn, it is evident some one has blundered. The Export in July to Hongkong and China was only about 375 bales, while for August it was slightly over 2,000 bales and for September 1,400 bales. The New York market is reported as strong, with Manufacturers raising their prices as soon as an order to buy comes along. The market is very dull for Yarns, though at the close a little more enquiry is noticeable. A good demand for the Raw staple for Newchwang has kept prices here steady to firm.

EXCHANGE.

FRIDAY, 21st October.

ON LONDON.—	
Telegraphic Transfer	1/10 $\frac{1}{4}$
Bank Bills, on demand	1/10 $\frac{1}{4}$
Bank Bills, at 30 days' sight	1/10 $\frac{1}{4}$
Bank Bills, at 4 months' sight	1/10 $\frac{1}{4}$
Credits, at 4 months' sight	1/10 $\frac{1}{4}$
Documentary Bills, 4 months' sight	1/10 $\frac{1}{4}$
ON PARIS.—Bank Bills, on demand	231
Credits 4 months' sight	234 $\frac{1}{4}$
ON GERMANY.—On demand	187 $\frac{1}{4}$
ON NEW YORK.—Bank Bills, on demand	41 $\frac{1}{4}$
Credits, 60 days' sight	45 $\frac{1}{4}$
ON BOMBAY.—Telegraphic Transfer	137 $\frac{1}{4}$
Bank, on demand	137 $\frac{1}{4}$
ON CALCUTTA.—Telegraphic Transfer	137 $\frac{1}{4}$
Bank, on demand	137 $\frac{1}{4}$
ON SHANGHAI.—Bank, at sight	71 $\frac{1}{4}$
Private, 30 days' sight	72 $\frac{1}{4}$
ON YOKOHAMA.—On demand	90 $\frac{1}{4}$
ON MANILA.—On demand—Pesos	89 $\frac{1}{4}$
ON SINGAPORE.—On demand	54 p.c. p.m.
ON BATAVIA.—On demand	111 $\frac{1}{4}$
ON HAIPHONG.—On demand	13 p.c. p.m.
ON SAIGON.—On demand	12 p.c. p.m.
ON BANGKOK.—On demand	62 $\frac{1}{4}$
SOVEREIGNS, Bank's Buying Rate	1.75
GOLD LEAF, 130 fine, per tael	\$56.45
BAR SILVER, per oz.	26 $\frac{1}{4}$

AMOY CUSTOMS RETURNS.

OCTOBER 15TH, 1904. List of the principal goods passed through the Amoy Custom House from 1st October to 7th October, 1904:—

IMPORTS.

GOODS.	QUANTITY
Cotton Raw, Indian	pls.
" Native	"
" Yarn	"
Shirtings, Grey	pes.
T-Cloths	"
Shirtings, White	"
T. Red Shirtings	"
Drills	"
Shirtings Dyed, Brocades	"
" Dyed	"
Damasks	"
Camlets	"
Lasting	"
Spanish Stripes	yds.
Lustres, Figured	"
Lead, in pigs	pls.
Tin, in slabs	"
Iron; Nail-rod	25
Quicksilver	"
Iron, Old	"
Ironwire	12
Rice	1,600
Opium, Patna	"
" Benares	50
" Persia	29
" Malwa	"
" Szechuan	1
" Yunnan	2
" Kiangsu	"
Sesamum Seed	"
Sapanwood	"
Sandalwood	"
Rattans	"
Wheat	"
Flour	"
Beancake	"
Beans and Peas	"
Bicho de Mar	43
Mata Tea	pes.
Oil, Kerosine American	gals.
" Borneo in bulk	"
Oil, Kerosine Bumrah	gals.
" Sumatra	"
" Bulk	"
Coal	tons.
Tobacco Leaf	pls.
Vermicelli	"

EXPORTS		
GOODS.	QUANTITY	
Sugar, White	pls.	
" Brown	735	
" Candy	910	
Hemp Bugs	pes.	
" Sacking	1,200	
Paper I Quality	pls.	
" II	"	
Tobacco, Prepared	"	
Kittysols (umbrellas)	pes.	

SHARE REPORTS.

HONGKONG, 21st October, 1904.—Business during the past week has ruled somewhat quieter than during the preceding period under review. Indo-Chinas and China Sugars have been in less request than hitherto and although apparently firmer at the close, the former stock has fallen away slightly from the highest point recorded, whilst the latter has not materially changed its marketable position. On the other hand substantial advances have been established in Banks, Unions, and Canton Insurances in which fair transactions have been put through.

BANKS.—Hongkong and Shanghai's have continued to advance and fair sales have been booked at from \$675 to \$695, the market closing with a reported sale at \$700 and a few shares for sale at that figure. The London rate has also improved, the latest wire to hand quoting £68.10s.0d. Nationals are quiet but steady at \$38.

MARINE INSURANCES.—Unions under a further demand continued to advance with sales at \$635, \$640, \$645 and \$650, and close firm with further buyers at \$615 ex the dividend of \$35 per share for 1903 paid to-day. Cantons have also ruled strong with sales up to \$280, but close a little easier with a few shares obtainable at \$260 ex the dividend of \$17 per share for 1903 payable to-morrow. China Traders which are in the market at \$61 can be placed at \$60. North China and Yangtzes are still enquired for at last quotations.

FIRE INSURANCES.—Hongkongs have been booked at \$335 and are in fair request. Chinas are asked for at the old rate of \$87, but a higher figure would probably result in business.

SHIPPING.—Hongkong, Canton and Macao's have been booked at \$29 $\frac{1}{4}$, and close with further buyers. Indo-Chinas after advancing to \$132 cash and \$133 for settlement account, have fallen away with sales at rates down to \$123 cash. At the close, however, there is a demand for the shares at \$128 cash and equivalent rates for March and April delivery. China and Manilas are still offering at \$25 $\frac{1}{4}$, and Star Ferries at \$40 and \$30 for the old and new issues respectively. Douglasses have improved to \$33 at which more shares could probably be placed. Shells are easier with sellers at 23.6.

REFINERIES.—China Sugars have ruled quieter with sales at \$239 and \$240 cash, closing with a few shares obtainable at the latter rate. On time, sales have been effected at \$244 Dec., and at \$246, \$247 and \$250 for March delivery. Luzons unchanged with sellers at \$6.

MINING.—Raubs are still enquired for at \$6.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks opened somewhat stronger with cash sales at \$223, \$224 and \$225, but have since weakened and close with sellers at \$224. Hongkong and Kowloon Wharves have continued firm and can be placed at \$114 to \$115. New Amoy Docks and Fairham, Boyds are unchanged at last quotations.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have declined to \$150 with sales and probable further sellers at the rate. Kowloon Lands have been booked at \$39, and Humphreys Estates at \$12 $\frac{1}{4}$. West Points are still in the market at \$60. Shanghai Lands are quoted quiet at Tls. 112. Hongkong Hotels have again been booked at \$137 and more shares are procurable at the rate.

COTTON MILLS.—Hongkongs after further sales at \$10 are now enquired for at \$10 $\frac{1}{4}$. The northern quotations are unchanged.

MISCELLANEOUS.—Green Island Cements have improved to \$33 with sales and further buyers. China Borneos are firmer with buyers at \$11 $\frac{1}{4}$. Ices have sold at \$250 and are wanted. Dairy Farms have advanced to \$23 buyers. China Light and Powers, Electrics, and China Providents have all sold at quotations and more parts can be placed.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Sh'hai	\$125	£700, sellers L'don, £68.10s.
Natl. Bank of China		
A. Shares	28	\$38
B. Shares	28	\$38
Foun. Shares	21	\$10, buyers
Insurance—		
Union	\$100	\$615, ex div., buy.
China Traders	\$25	\$60, buyers
North China	25	Tls. 75, buyers
Yangtze	86	\$14.5
Canton	50	\$260, ex div., sell.
Hongkong Fire	50	\$335, sales & buy.
China Fire	20	\$67, buyers
Steamship Cos.—		
H. Canton and M.	15	\$29, buyers
Indo-China S. N.	10	\$128, buyers
China and Manila	50	\$254, sellers
Douglas Steamship	50	\$33, sales
Star Ferry	10	\$40, sellers
Shell Transport and Trading Co.	1	23/6, sellers
Do. pref. shares	10	£8. 10s.
Refineries—		
China Sugar	100	\$240, sellers
Luzon Sugar	100	\$6, sellers
Mining—		
Charbonnages	250	\$490
Raubs	10/10d.	\$6, buyers
Docks, Etc.—		
H. & W. Dock	50	\$224, sellers
H. & K. Wharf & G.	50	\$114, buyers
New Amoy Dock	68	\$274, sellers
S. C. F. Boyd & Co.	100	Tls. 174
Land and Building—		
Hongkong Land Inv.	100	\$150, sellers
Kowloon Land & B.	30	\$39, sellers
West Point Building	50	\$80, sellers
Hongkong Hotel	50	\$137, sales
Humphreys Estate	10	\$12.75, sales
Sh'hai Land Inv. Co., Ltd.	50	\$24, sellers
Cotton Mills—		
Ewo	50	Tls. 30, sellers
International	73	Tls. 25
Laou Kung Mow	100	Tls. 324
Soychee	500	Tls. 160, sellers
Hongkong	10	\$104, buyers
Green Island Cement	10	\$83, buyers
China-Borneo Co., Ltd.	12	\$114, buyers
Watson & C., A. S.	10	{ \$134, sellers \$13, sales & sel.
Hongkong Electric	15	\$15, buyers
Hongkong & C. Gas	5	\$94, buyers
Hongkong Rope	50	\$140, sellers
Fenwick & Co., Geo.	25	\$47, sellers
Hongkong Ice	25	\$250, sales & buyers
H. H. L. Tramways	100	\$300
Hk. Steam Water-Boat Co., Ltd.	10	\$21, buyers
Dairy Farm	6	\$23, buyers
Campbell, Moore & Co.	10	\$40, buyers
Bell's Asbestos E. A.	12/6	\$54
United Asbestos	4	\$94, buyers
Do.	10	\$180
Tebriz Planting Co.	5	\$14, buyers
China Prov. L. & M.	10	\$94, sales
Watkins, Ld.	10	\$94, buyers
China Light & Power Co., Ltd.	10	\$10, sales & sellers
Powell, Ld.	10	\$114, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	50	\$50
Companies—		
Alhambra Limited	500	\$100, sellers
Philippine Tobacco Trust Co., Ltd.	10	\$94, sellers
Steam Laundry Co.	5	\$7
S. C. Morning Post	25	\$194

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report, for the week ending 13th October, States.—Our market has been very quiet since our last issue and there is nothing of special importance to record. Speculative stocks have been easy, not only Farnham, Boyds, while Indos for time delivery have improved a little. The T.T. rate on London to-day is 2s. 6d. Banks.—Hongkong and Shanghai Banks. No transactions to report. Hongkong quotes buyers at \$635, the latest London quotation is £67. Marine and Fire Insurance.—No business under this heading. Shipping.—Indo-Chinas, some operations took place for October at Tls. 92 $\frac{1}{4}$, improving to

Tls. 93 and 93½, but closing weak with sellers at this figure. For December considerable business has been done at Tls. 95, 95½, 94½ and 94, and improving gradually to Tls. 97 again to drop to 96 and 95, and at the very close a transaction has been put through at Tls. 94½ the market closing weakish. Shanghai Tug and Lighter Co. For preference shares Tls. 46½ and 47½ has been paid, and the ordinaries close a 48½ sales. Docks and Wharves.—Farnhams have been very slack, commencing with quotations at Tls. 172 and 172½ October, improving to 173, 173½ and 174; sales have been made to-day at 174 cash. For December 174, 175, at which rate, a considerable business was done; 177, 178 and 180 has been paid, but at the close 178 is the rate at which business could be done. Shanghai and Hongkew Wharves. Transactions have been made at Tls. 135 for the old shares and 132½ for the new, at which rate there are buyers with none offering. Sugars.—Nothing reported. The Hongkong rate for China Sugars is \$240. Mining.—Chinese Engineering & Mining Co. A few shares were placed at Tls. 7 bearer scrip. A single transaction in Weihaiwei Golds is reported at \$24; December. The market is weak. Loans.—No business reported. Industrial.—Cottons remain at nominal rates, with no business. Shanghai Gas Co. have been placed at Tls. 102½. Shanghai Ices, sellers at quotations. China Flours are wanted at Tls. 65. Pulps. Business has been done at Tls. 155 cash, 160 December and 161 for January. Langkats. Shares have changed hands at Tls. 306½ for cash, 307½ October, 320 and 317½ December. There has not been much doing in this stock during the week. Sumatras. A single transaction at Tls. 65 cash, and a few sellers at this quotation. Stores and Hotels.—Hotel des Colonies have been placed at Tls. 21 and 20½. Astors have been dealt in at \$27. Hall and Holtz at \$31, and a few shares for sale. Weeks & Co. A transaction reported at \$19. Miscellaneous.—There are sellers of Shanghai Horse Bazaars at Tls. 97½. Telephone shares have been dealt in at Tls. 68. China Import and export Lumber Co. Business has been done at Tls. 100, with sellers. Shanghai Electrics. There are sellers at \$26. Loans.—A single transaction in Astor House Debentures at 8 per cent. is quoted at Tls. 104, with buyers.

TONNAGE.

HONGKONG, 21st October.—Freights coastwise remain firm. From Saigon to Hongkong, 2½ cents per picul.; Philippines, 35 cents last and offering; Java, 32½ cents; Japan, 50 cents Bangkok to Hongkong, 36 cents and 30 cents per picul. Java to Hongkong, 35 cents offering for wet sugar; to Japan, 43/44 cents per picul. Th'ee steamers have been closed one port. Formosa to Yingkow, at 60 cents and 65 cents per picul. Hence to Kobe, 28 cents per picul. Newchwang to Canton, no demand. Coal freights are weaker. Moji to Hongkong, \$2 last. The following are the settlements:—

Belgian King—British steamer, 2,153 tons, Moji to Hongkong, \$2.25 per ton.

Shantung—German steamer, 1,000 tons, Moji to Hongkong, \$2.20 per ton.

Ching Wo—British steamer, 2,517 tons, Moji to Hongkong, \$2.15 per ton.

Fausang—British steamer, 1,410 tons, Hongkong to Kobe, 28 cents per picul.

Waishing—British steamer, 1,170 tons, one port Formosa to Yingkow, 60 cents per picul.

Lady Mitchell—British steamer, 754 tons, Saigon to Hongkong, 23 cents per picul.

Nanshan—British steamer, 1,299 tons, Saigon to one port Japan, 50 cents per picul.

Emma Luyken—German steamer, 1,109 tons, Saigon to Manila, 31 cents per picul.

A China Navigation Co.'s steamer, Saigon to one port Philippines, 35 cents per picul.

Shaohsing—British steamer, 1,307 tons, Saigon to one port Philippines, 35 cents per picul.

Carl Menzell—German steamer, 984 tons, monthly, 8 months, at \$7,500 per month.

Dagmar—Norwegian steamer, 383 tons, monthly, 3/3 months, at \$4,500 per month.

Germania—German steamer, 1,774 tons, monthly, 4 months, at \$9,500 per month.

Brunhilde—German steamer, 872 tons, monthly, 6 months, at \$6,500 per month.

Dott—Norwegian steamer, 629 tons, monthly, 6 months, at \$4,600 per month.

Pronto—Norwegian steamer, 837 tons, monthly, 12 months, at \$6,250 per month.

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via

Shanghai) :—46/- plus River Freight. To Genoa, Marseilles or Havre (via Shanghai) :—Tea and General Cargo 41/6 plus River Freight. To New York (overland) :—Tea \$3 1/2 cents per lb gross plus River Freight. To New York (via Suez) :—Tea and General Cargo 35/- per ton. To Shanghai :—Tea and General Cargo, Tnals 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

October—

ARRIVALS.

16, Hongmoh, British str., from Straits.
16, Suevia, German str., from Shanghai.
17, Amara, British str., from Moji.
17, Chowfa, German str., from Bangkok.
17, Edeodale, British str., from Singapore.
17, Hailoong, British str., from Hainan Isl.
17, Hongkong, French str., from Haiphong.
17, Loongsang, British str., from Manila.
17, Rubi, British str., from Manila.
17, Salazie, French str., from Yokohama.
17, Stettin, British str., from Amoy.
17, Tjilatjap, Dutch str., from Macassar.
18, Achilles, British str., from Shanghai.
18, Chowfa, German str., from Bangkok.
18, Lagmar, German str., from Bangkok.
18, Forest Hall, British str., from Moji.
18, Losok, German str., from Swatow.
18, Maria Valerie, Austrian str., from Trieste.
18, Pechaburi, German str., from Bangkok.
18, Tartar, British str., from Vancouver.
18, Yawata Maru, Jap. str., from Yokohama.
19, Hailan, French str., from Pakhoi.
19, Hangsang, British str., from Wuhu.
19, Kumeang, British str., from Calcutta.
19, Numantia, German str., from Moji.
19, Pelayo, British str., from Singapore.
19, Samsen, German str., from Bangkok.
19, Simongan, Dutch str., from Samarang.
19, Tijpanas, Dutch str., from Amoy.
20, Claverburn, British str., from Yokohama.
20, Empire, British str., from Sydney.
20, Frithjof, Norwegian str., from Tamsui.
20, Kwangtab, Chinese str., from Shanghai.
20, Malta, British str., from Shanghai.
20, Pakhoi, British str., from Saigon.
20, Uganda, British str., from Rangoon.

October—

DEPARTURES.

17, Chiyuen, Chinese str., for Shanghai.
17, Pronto, Norwegian str., for Newchwang.
18, Dott, Norwegian str., for Takao.
18, Gaea, German str., for Saigon.
18, Haimun, British str., for Swatow.
18, Kntmere, British barque, for Baltimore.
18, Lightning, British str., for Calcutta.
18, Lydia, American str., for Manila.
18, Melita, French str., for Quinhon.
18, Salazie, French str., for Europe.
18, Taming, British str., for Manila.
18, Waishing, British str., for Takao.
19, Bourbon, French str., for Saigon.
19, Chowtai, German str., for Swatow.
19, Empress of China, Brit. str., for Vancouver.
19, Hongkong, French str., for Haiphong.
19, Hongmoh, British str., for Amoy.
19, Jacob Diderichsen, Ger. str., for Pakhoi.
19, Kwongsang, British str., for Swatow.
19, Mazagon, British str., for Kobe.
19, Providence, Norwegian str., for Swatow.
19, Paudua, British str., for Angoon.
19, Signal, German str., for Haiphong.
19, Stettin, British str., for Singapore.
19, Suevia, German str., for Hamburg.
20, Achilles, British str., for London.
20, Fausang, British str., for Kobe.
20, Keongwai, German str., for Bangkok.
20, Shahzada, British str., for Swatow.
20, Thates, British str., for Swatow.
20, Tyr, Norwegian str., for Hongay.

PASSENGER LIST.

ARRIVED.

Per Salazie, for Hongkong, from Kobe, Mr. Gray; from Shanghai, Rev. S. Pasquio, Mrs. Haver Droeze and infant, Mrs. Hall, Mrs. Harvie Tabor, Mrs. Tomsett and 3 children, Mrs. Affonso, Messrs. Ricci and Nitram; for Saigon from Kobe, Mr. Congoulier; for Singapore, from Yokohama, Mr. Shibuya; from Kobe, Mrs. Youn; from Shanghai, Mr. and Mrs. Dayaboy, Messrs. Klein and Korpie; for Port Said, Mrs. Tatarsay, Mr. and Mrs. Kislioff, Mr. Lanet, and Mrs. Kozlinska; for

Marseilles, from Yokohama, Messrs. Brinkley and Champorseau, Miss Lefort, and Mrs. Clegg and infant; from Kobe, Mrs. Rubattel, Messrs. Ornstein, Stepanoff, Mironoff, Fedoroff, Shutoff, Kusmitcheff, Cribpohi, Shpartim, Kursiff, and Poteha; from Shanghai, Messrs. Clegg, MacHugh, Bourgeoy, Morten Olsen, Umgerer, Barrand, Florentin, Bou, Legros, Chaboncix, Castex, Tetart, Largemain, Deceptis, and Mrs. Largemain.

Per Tartar, from Yokohama, Col. and Mrs. W. E. Webb; from Kobe, Messrs. J. C. Tarbax, P. L. Grimani, and J. S. Cowper; from Nagasaki, Mr. M. W. Slade; from Shanghai, Mrs. Leslie Stuart, Mrs. Hardy, Mrs. C. S. Lee and infant, Mrs. T. K. Tow and infant, Mr. C. E. Lundgren, Mr. and Mrs. O. Thoresen, Mr. W. V. Uffel, Lieut. W. P. Woodall, and Mrs. Walters.

Per Yawata Maru, from Yokohama, &c., Major and Mrs. Tuthely, Rev. Kawaguchi, Mrs. Miura, Col. Hall, Mrs. Yamamoto, Miss Hall, Dr. Smith, Mr. L. Delane, Capt. and Mrs. Farla d, Mr. Powell, and Col. J. C. Hord.

Per Maria Valerie, from Trieste, &c., Messrs. Porvala Patel, T. Bou, Huidesbogen, and Brehner.

Per Empire, from Australia, Miss Randell, Mr. H. Goodall, Mr. and Mrs. Wilder, Dr. Roome, Messrs. H. Northcroft and J. C. Geddes, Misses A. and B. Mellin, Capt. and Mrs. Goddard and 2 children, Messrs. E. F. Workman, G. and A. Greenland, C. H. Unterhaun, C. M. Preshaw, and J. Vidigal, Mr. and Mrs. Borges, Mr. and Mrs. d'Acando, Messrs. W. E. Lalgash, F. S. Jonts, F. B. Ahrendts, J. G. Estominho, A. Eogo, R. Chue, F. Alter, R. Johnson, H. Swanson, Dr. T. R. Marshall, Misses Gresham, Rout, Pearce, Edwards, Dodds, Lyle, Pemberton, Reid, Powell, and Trudinger, Mr. and Mrs. King, Mrs. Bartram and 2 children, Mr. J. F. Duff, Misses Barues, G. Totten, Menzies, and C. E. Wheelwright, Mrs. Wertheimer, Mr. and Mrs. Cohen, Misses D. Cohen, L. Cohen, Z. Oppenheimer, E. Bourne, H. Walters, and L. Buzzard.

Per Malta, from Shanghai, for Hongkong, Messrs. W. W. Cox, H. McGeorge, P. Hentzleman, J. Housant, C. H. Fallon, G. Hunter, C. Chang, A. H. Bowden, and A. Bastein; for London, Mr. and Mrs. Hutson and 3 children, Mrs. Thistlewaite, Revs. H. G. Drake and R. H. Pearson, Mr. A. A. Campbell, Capt. R. McFarlane, and Mr. F. P. Lachlan; for Marseilles, Mr. and Mrs. Barrellini and Mr. W. M. Shaw; for Port Said, Messrs. G. Lebon and H. Hasse; for Sydney, Mr. E. E. Parsons; for Bombay, Capt. A. Thompson, Messrs. S. K. Bacon, R. Tullock, G. Lake, H. G. Richardson, and D. McCullagh; from Kobe, for Bombay, Messrs. J. E. Beale, E. J. Walton, F. E. Weston, W. G. Garrod, and C. C. Karangia; for London, Mr. and Mrs. Mornell; from Yokohama, for London, Mr. S. Hogg.

DEPARTED.

Per Coptic, for San Francisco and beyond, from Hongkong, Mr. and Mrs. J. Rosenberg, Mrs. E. Jacobson, Messrs. Geo. C. Taulbee; for China and Japan ports, Mr. and Mrs. Sander, C. Ismer, Mrs. Chater, Messrs. F. Acocks, H. D. Bibb, A. Hills, H. Lapp, H. P. Destelan, M. Le. Saux, and M. Bardy.

Per Salazie, for Saigon, Messrs. W. A. Railton and Pierre Cormeilles; for Singapore, Mr. Geo. S. Van Wickle; for Port Said, Lieut. Nicolas Tyrov; for Marseilles, Messrs. Cros, Le Bigot, Deleuze, Baute, Darlin, Noé, Tailleur, A. Bernard, M. Boyer, C. E. Shellinglaw, K. Olsen, Le Bail, Richard, J. Antonio, Luigi, Tolin, Gelin, Avon, Godart, Elicageres, Reravon, Mauzaggi, Monfort, and Le Sauvage.

Per Empress of China, for Vancouver, &c., Colonel and Mrs. W. S. Birdwood, Messrs. R. H. Lock, F. T. Colson, Mrs. Gerald Pike, Capt. A. R. Y. Kirkpatrick, R. A., Messrs. S. Yamada, Neeson, Lieut. O. R. E. Milman, R. A., Mr. and Mrs. G. C. C. Master, Messrs. R. N. da Silva, J. Ribiero, W. A. Stokes, Y. Sugitani, J. F. Oiesen, Mr. and Mrs. Geary, Messrs. J. B. Chambers, G. Jessop; Mr. and Mrs. J. Fisher, Mr. T. C. Clivett, Misses Mini and Frazer, Messrs. Yoshinori, E. H. Parish, F. W. Able, Dr. Snelby, Miss J. Adams, and Capt. G. A. Forsaith.

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